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MAGAZINE

September 1996 \$2.00

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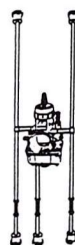
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# Trail Rider MAGAZINE

**On the cover:** In enduro geological terms, Randy Hawkins has been around a very long time. He has the body of a teenager—if you don't count the loose shoulder—a brain like a computer, and a wily streak a mile wide. He won the Rhody National, and did it like it was all planned. Don't you wish you could race like that? Photo by the Bossman.

**September 1996**  
**Volume 26 Number 9**

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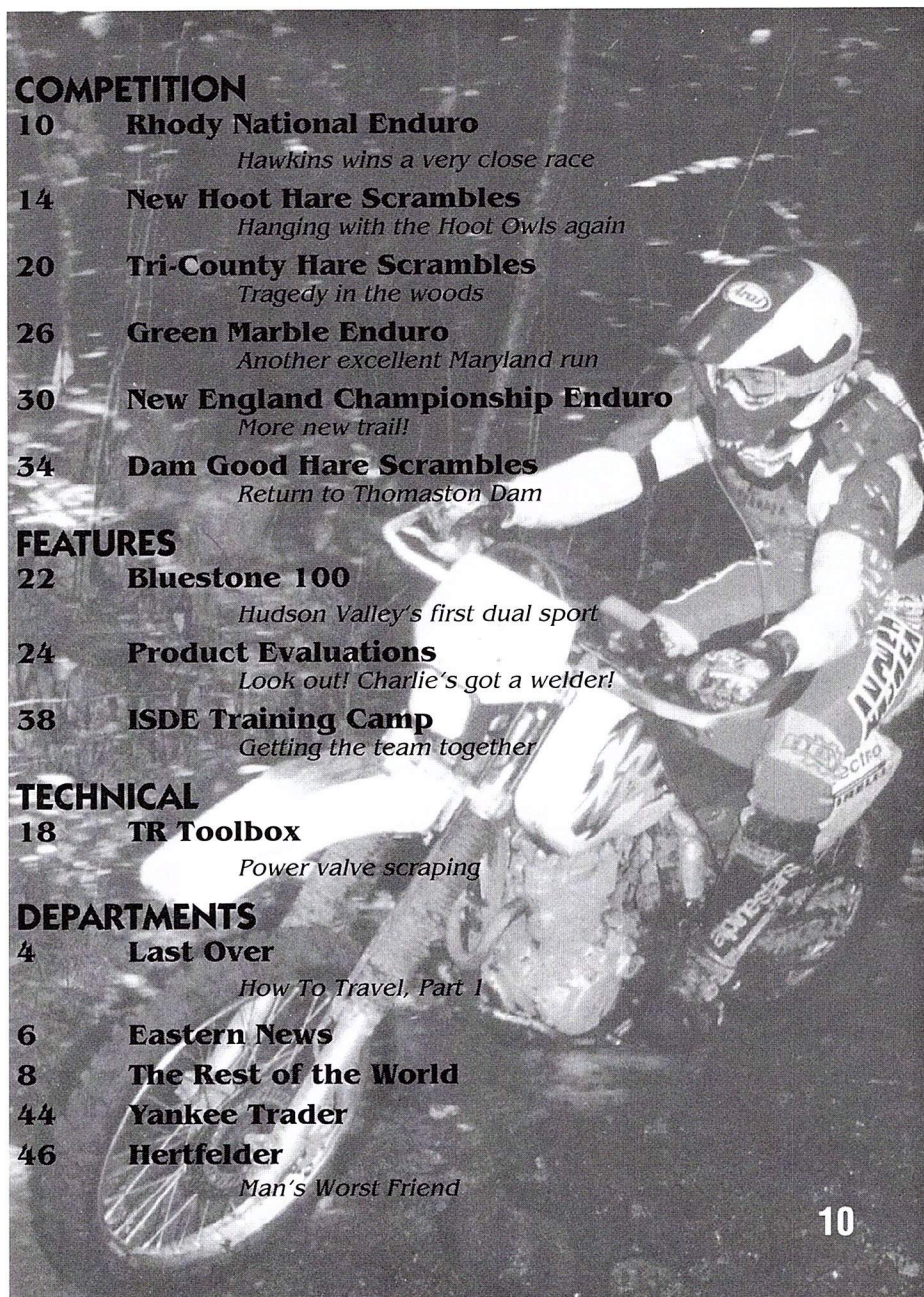
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**Warning:** Each issue of Trail Rider is lovingly crafted by hand in the old world tradition, and consequently there may be small errors here and there in your magazine. We like to think that these little errors give Trail Rider its home-grown appeal, and apologize if they cause any inconvenience. When riding, go all out to keep yourself safe by wearing plenty of protective gear, including a helmet and quality eye protection, and strive to be aware of what's happening all around you. This is a fun sport, it would be a shame to waste it all by gettin' kilt, as Huck Finn would say.

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# LAST OVER



by Paul Clipper

## How To Travel, Part One

I like to drive. I never mind the drive from down in Jersey up to New England. It's fun driving through the New York metropolitan area; sort of like a special test section, where you have to use all your wits to avoid losing points. There's a speed factor to keep you interested, usually a time factor, and definitely a danger factor that will keep you on the edge of your seat if you're doing it right. Also too, you can listen to your CDs at ear-popping volume, stop for coffee or food wherever you want, and you don't have to put up with any bad company if you don't want. Done properly, long-distance driving can be very enjoyable.

That being said, I also like to fly places. Next to dirt bikes, I have this secret love for flying machines. If I ever get the time or money, I'm going to flight school and getting a pilot's license. Short trips on airliners, however, don't make much sense. I've taken flights to Cincinnati that actually took longer than driving there would, and I flew to Boston to go to Kevin Hine's house once, and got there much later than if I just drove.

We did have some fine sushi in town, however.

When you're traveling across the country, or overseas, flying is the only way to go. I'm not a marathon driver. The best I've done from New York to Los Angeles by car is five days. You can do it in a 757 in five and a half hours. That's a considerable savings, and time saved is time stored up for more recreation in the future. So I'd recommend it.

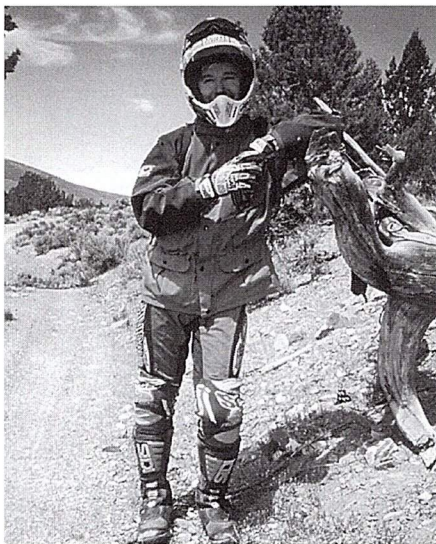
However, I recently had the occasion to fly across the country to San Francisco and beyond, and during this trip I made some observations. The gist of my informal study is that people would make flying an awful lot more enjoyable if they knew what they were doing. Many people in airports appear to be there for the first time. That's okay. Many people in airports act as if they have never seen a plane before. That's okay too. Far too many people in airports have been there before, often many times, yet they still seem to open their eyes to a brand new day every time they blink. And many people act as if they've never been out in public before, and just barely have control of their bodies. This is very bad.

Okay. Now we're all dirt bike riders here, and lots of us are enduro riders. I maintain that public transportation in airplanes would run a lot smoother if we would approach the miracle of flight with the same attention to detail as we do riding enduros. You have a goal to prepare for, a job to do, and a result to accomplish. A, B, C. You want to do all three with a minimum of hassle, a minimum of lost time, and maximum conservation of energy. With the right preparation and training there need be nothing confusing about it, and with time and practice we can all become

expert riders.

With the above in mind, I have taken upon myself the duty of noting some basic tips for air travelers. Many of these suggestions were scribbled down while actually watching subjects in the act of hurting themselves on airplanes. They were either spending too much energy, losing too much time, actually causing damage to their own bodies or brains, and generally annoying the people around them. It doesn't have to be like this. With a little planning and practice, we can make the world safe for air travel, and all it takes is a little work from each of us.

That being said, I offer a list of dos and don'ts for the off-road air traveler. If you readers feel this is valuable, I will follow it up in a future issue with dos and don'ts for highway driving.



**Do not** buy a huge sombrero and attempt to carry it on the plane with you.

**Do not** carry on a briefcase, overnight bag, camera bag, purse, lunch bag, shopping bag, bag of souvenirs, laundry bag, bag of pretzels and a gear bag all at once. Carry one bag on, and check all the rest.

**Do not** carry on a bag that you can't lift, press over your head, and stick in the overhead compartment. They won't let you carry them on your lap, and you will have to lift it.

**Do not** carry on bags of food, drinks, coffee from 7-11, greasy sandwiches, TV dinners and MREs. They have food on the plane; besides, it's only a few hours and you could stand to miss a meal or two.

Better yet, check all your bags and walk on empty-handed. You'll have a lot more fun, and then you can laugh at all the people who overload themselves.

**Do not** check baggage that weighs more than you. Say, you weigh 150 pounds, limit yourself to 150 pounds of luggage. Eventually, you will have to carry it all at once, and you can't act cool if you look like a turtle dragging a bunch of empty shells.

**Do not** check bags that are bigger than you. See above. Big gear bags are especially bad, unless you plan to use them for shelter. You don't need that much gear if you're coming back home.

**Do not** check in and then zip your ticket away behind 17 zippers in your carry-on. You will need it again, guaranteed. Usually when a line of people are standing behind you.

**Do not** wander around the terminal in a daze, staring blankly, and getting in people's way. You have a place to go; find out where it is and go there.

When you get on the plane, go to your seat and sit down. Start looking for your seat number as soon as you get on the plane, so you know where it is when you come to it. Do not complain out loud that your seat number doesn't exist. It's there.

**Do not** stop at your seat, remove your jacket, fold it carefully, stow it in the overhead, hitch up your pants, loosen your tie, and then start looking for Money magazine in your briefcase. The person behind you may be the one who snaps out and beats someone senseless on a plane; you never know.

**Do not** complain about the food. It's all bad. Airlines shouldn't serve food anyhow. Eat on the ground and then you don't need that junk.

**Do not** fly if it makes you air sick. None of us want to sit next to you.

**Do not** fly if you're afraid of dying. You're going to have to die some day, at least in a plane crash you get your name in the paper.

**Do not** sing in a loud voice in the lavatory.

**Do not** recline your seat during the flight. On most airlines the seats are so close together that if you do your head will be within about four inches of the face of the person behind you (TWA has the most room), and you never know when that person may be carrying three feet of piano wire. Also, the person behind you may be trying to type on a computer, creating stories for your favorite dirt bike magazine, and when the seat goes back the computer top closes. This only gives him more time to contemplate the top of your head and think of nasty things to do to it.

**Do not** stand up and mimic the flight attendants during their pre-flight instructions. If you do, they will do all they can to make your flight miserable.

**Do not** put an airsick bag to your mouth and inflate/deflate it like you're hyperventilating. Some of us find this disgusting.

**Do not** complain about the service. You're covering a long and difficult drive faster and easier than any other possible way to do it, for a relatively meager sum of money. The airline doesn't owe you a thing.

**Do not** assume that the person next to you wants to talk. Most of us want nothing to do with you—sorry. If you're a dirt bike rider, you can talk to me.

I guess all the above appears overwhelmingly negative, so to balance this out I can offer a few things you should do:

**Do** head straight for the door when the plane lands and the door opens, and leave the plane immediately. See notes on sombreros and carry-on bags above. There is a large part of the population that appear to want to spread their clothes, bags, books and junk all over the plane and wallow in all the bits while others are trying to leave the plane. Don't be one of them.

**Do** look out the window and comment that the cars look just like ants down below. Nobody who flies ever gets tired of hearing this.

**Do** compliment the flight attendants, be courteous, and go out of your way to be nice to them. They get to fly for free, but they have a miserable job.

**Do** bring along something to read. There's no TV on most planes, and you don't read enough anyhow. Trail Rider magazine is a good start.... □



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# EASTERN NEWS

## Great Rides Coming

Fall is coming up fast, and if you live on the eastern seaboard, you know that means that the best riding season is nearly here. This year has seen less than the usual number of NETRA turkey runs on the schedule, and hopefully next year there will be more from the active clubs up in New England, but there are still some classics worth riding. Early this month, on September 8, is the Ammonoosuc River turkey run, happening out of North Haverhill, New Hampshire, and we have to admit it is one of our favorites. Run up and down the foothills of the White Mountains along the Connecticut River valley, it's an easy ride—for the most part—and full of good scenery. The Triple-B is also in September, on the 15th, and although we haven't ridden it under its new name, we have ridden the Foothills turkey run, which used to happen in the same area (and by a surprisingly similar club). It, too, is a great ride, although it is much more technical than the Ammo, and most riders will find it more demanding. The Triple-B starts out of New Boston, Mass., in the Berkshire foothills, and it is also chock-full of scenery.

Then, on the 13th of October, the Tri-State turkey run happens for the umpteenth time, in Winchendon, Mass. This is also one of our favorite rides, and very unique in that it is all laid out on the Massachusetts/New Hampshire line, and in spite of that fact it is one of the most pleasantly rock-free rides in New England! Oh yeah, you will see some rocks, but not at all what you'd expect. It's a fairly easy ride on established trails, and plenty of fun. Finishing up the season is the Pachaug Rock Ride, which we haven't ridden yet, but maybe this year. We have ridden many of the trails in that area, including the NETRA Trail System Pachaug Loop, and know that if it's dry it's a fun, rocky ride. If it's wet...well, it's a fun, wet rocky ride!

Going out of New England we have another ride we can recommend, and that's the Shenandoah 500 dual sport ride, a part of the AMA Suzuki National Dual Sport Trail Ride series. We rode the Shenandoah last year, and it was fun and really easy, with one tricky wet hill section to keep you on your toes. For more information on the Shenandoah, which happens on October 5 and 6, call (540)371-3034. For the NETRA rides, call (203)875-5757.

## Home of CRE

Kevin Hines' Massachusetts company CRE Imports is growing rapidly; apparently there are a lot of you who want to convert Honda CRs into real woods bikes! He offers CRE kits to fit 1989 to 1996 Honda CRs,

## World Wide Trail Rider

If you're hooked up to the Internet you should be able to see the pages of Trail Rider spammed all over the World Wide Web, starting in August. We have signed an agreement with Motorcycle Online ([www.motorcycle.com](http://www.motorcycle.com)) to add our material to M.O.'s Off-Road section. All you have to do is log on to their opening page and we'll be titled right there, easy as a mouse click to find. M.O. will have everything we print that has some sort of international appeal, which will include bike tests, national and international race coverage, tech stories, bike tests and humor pieces (what? humor? that can't be, we're deadly serious about everything here....). Best of all, M.O. archives everything, so if you're looking for something written a while back (so far we only go back to January '96) it will still be on the Motorcycle Online server. Keep in mind that there are copyright laws, though, and that you can't reprint the stuff without incurring our mighty wrath.

The other Internet site that Trail Rider is going to be gracing is the Acerbis home page, at [www.acerbis.com](http://www.acerbis.com). Acerbis USA wanted to offer more at their Web site than just a catalog, so they plan to include Trail Rider magazine and Davey Coomb's Racer X at their site. As this is being written we're still working out the details. Acerbis wants the whole magazine, local coverage and all, which is a massive amount of material and we haven't figured out how to pipeline all that stuff to them just yet. But we will.

You'll be seeing more emphasis on the Internet and the World Wide Web here in the future, since all this stuff is the new rage, and people like Acerbis and Motorcycle Online will start promoting their Web sites. We here at TR aren't quite sure how it is all going to pan out, and neither can we see any real way to make money on it, other than its promotional value, but it's new and we've been called, so that's where we're going. Don't worry, you'll still see a monthly magazine in your mail box. That's one thing that isn't going to change!

which include a lighting coil and wiring harness, a 14 ounce flywheel weight, all lighting equipment including brake light switch, horn and mirror (no turn signals), a rear subframe, passenger pegs, an ISDE center stand, full CRE graphics and more. The price of the kit starts at \$560 (the varying price is due to different parts in each kit). Soon CRE Imports promises to have conversion kits for other brands of motocrossers. They also offer a complete line of Pirie Composites carbon fiber/Kevlar protection guards, and the new, trick Paioli forks from Italy. For more information give them a call at (508)295-0812.

## Legal in New Jersey

If you want to be able to legally register your trail bikes in New Jersey, here's what you have to do. You have to call up a New Jersey Senator and tell them you want them to support Senate Bill S1122. This bill is the original one constructed by the New Jersey Trails Conservancy, and it will genuinely allow you to register your bike. It was introduced in the state senate earlier this year by Senator Andrew Ciesla of Brick Town, who incidentally rides a KX125. Two numbers we have are Senator Bill Bradley at (609)983-4143, and Senator Frank Lautenberg at (609)757-5353. For your more local Senators, please check your phone book and give them a call.

## Canada Ride

If you're far enough north to warrant a road trip into Canada, Blair Sharpless is hosting a trail ride and dual sport ride on September 14 and 15, out of the Barryvale Lodge in Calabogie, Ontario. Naturally, the ride is called the Calabogie Bogie and it will average about 125 kilometers a day. The course is arrowed and mapped, and the bikes must be licensed, insured and quiet. Evenings include the usual fun and games, and prize drawings, and it sounds like a ton

of fun. The entry fee for the two-day event is \$79 Canadian, which is about...what, \$55 to \$60 US? Should be fun, but it's happening quick; for information call Blair at (905)655-5434.

## New England Trials

We've been receiving regular reports from Cindy Chatell of the New England Trials Association, and apparently things are going well with observed trials riders in the New England states. Geoff Aaron is still showing everyone how it should be done, and leading the points chase with Ron Commo right up there chasing him. The trouble is we don't get enough good photos to go along with the reports, so coverage of the sport has been suffering here. Maybe we'll have to get to a regional trials event...when we're not going to one of the

## NAMES AND ADDRESSES

<b>New England Trail Rider Association (NETRA)</b> P.O. Box 4278 Ellington, CT 06029 (203)875-5757	<b>District 4 Enduro Comm.</b> (716)594-0384 <b>AMA</b> P.O. Box 6114 Westerville, OH 43081 (614)891-2425
<b>East Coast Enduro Association (ECEA)</b> RD 4 Box 5671 Jonestown, WV 17038 (717)865-0601	<b>New York Trail Rider Alliance, NENYC</b> 8 Komar Drive Charlton, NY 12019
<b>Vermont Trail Riders Asc. (VETRA)</b> P.O. Box 136 South Pomfret, VT 05067	<b>District 6 Sports Asc.</b> P.O. Box 554 Lebanon, PA 17042 (717)272-6896
<b>Pennsylvania Trail Riders Association (PATRA)</b> Box 77 Thomasville, PA 17364	<b>SETRA</b> 5165 Thompson Mill Rd. Lithonia, GA 30038
<b>Racer Productions (AMA GNCC Series)</b> Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	<b>Blue Ribbon Coalition</b> P.O. Box 5449 Pocatello, ID 83202 (208)237-1557
<b>Budds Creek Hare Scrambles</b> (301)475-2000	<b>Virginia Championship Hare Scrambles Series (VCHSS)</b> 114 Holloway Drive Smithfield, VA 23430 (804)255-4620



## Where To Ride September 1996

9/1 Hoot Owl Hare Scrambles  
West Gloucester RI  
9/8 Ammonoosuc River Turkey Run  
North Haverhill NH  
9/8 Greylock Enduro  
Lee MA  
9/8 AMA National Enduro  
Canton, IL  
9/8 Michaux Enduro  
Shippensburg, PA  
9/14-15 Hard Rock GNCC  
Fairmont, WV (bikes Sat.)  
9/15 Moonshine Enduro  
Brandonville, PA  
9/15 AMA National Enduro  
London, KY  
9/15 Stateline Hare Scrambles  
Boyntonville NY  
9/15 Triple B II Turkey Run  
New Boston MA  
9/22 Woodsocross Hare Scrambles  
West Greenwich RI  
9/22 AMA National Hare Scrambles  
Roseburg, OR  
9/22 Scrub Pine Enduro  
New Lisbon, NJ  
9/28 Nervous Novice Parent/Child Ride  
Brimfield MA  
9/28 Steerage Rock Junior Enduro  
Brimfield MA  
9/28-29 High Point GNCC  
Mt. Morris, PA (bikes Sat.)  
9/29 King Phillip West Enduro  
Wrentham MA  
9/29 Curly Fern Dual Sport  
Indian Mills, NJ  
9/29 ECEA Hare Scrambles  
MD Comp. Riders, Maryland

other four or five events happening every weekend this year! There are events on September 15, October 6, 13, and 19-20, and NETA is an enthusiastic group of riders anxious for more interested participants. Call them at (401)732-4698 for information on their series.

## Ultra Suspension

C Cycle Suspension sent us a brochure the other day showing off their new Ultra Adjuster for Showa and KYB shocks and forks. The Ultra Adjuster is a unit that replaces your stock adjuster assembly and allows for high and low speed compression damping. This way, says C Cycle, you suspension is infinitely adjustable for all kinds of riding situations. Sounds interesting to us, if you'd like more information on the Ultra Adjuster or any of their regular suspension tuning services, call them at (800)867-6721 and tell them you read about it here.

## Mr. Berkshire's Ride

The second annual Al Eames Memorial Trail Ride happened on the weekend of July 20, and it was a huge success. 215 riders came and participated in the event. We were up there in force, and have plenty of stories to tell next month, but suffice it to say that the mud on Saturday as epic, and the riding on Sunday was superb! The Hoosac Valley M.C. raised \$2500 for the Joslin Diabetes Center, and everybody went home happy...or at least we did. Read about it in next month's TR. □

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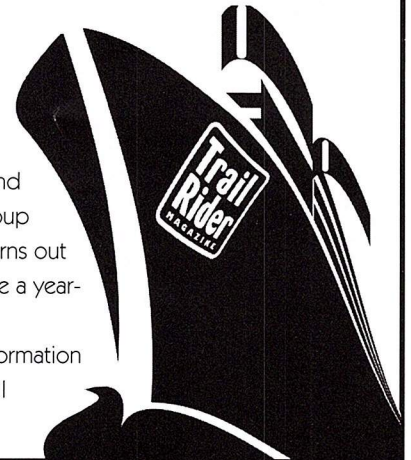
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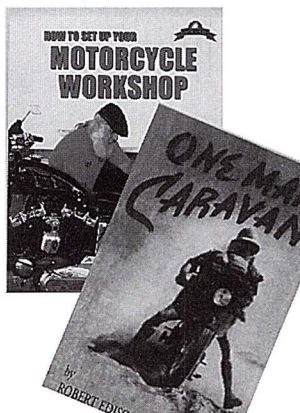
# THE REST of the WORLD

## New Books

White Horse Press has been publishing new motorcycle books at a fair clip this summer, and they recently sent us two new titles for review that you might be interested in. One is *How To Set Up Your Motorcycle Workshop*, by C.G. Masi. If you want to do more than strip your bike down in a dirty garage, this may be the book you need. A quick read-through reveals that it is a wealth of tips and inside information that would be useful to a backyard mechanic or to someone interested in starting a retail shop.

The other title is *One Man Caravan*, by Robert Edison Fulton, Jr. It is a reprint of a book originally published in 1937, and it is

the story of Mr. Fulton's (grandson of the inventor of the steamship) 18-month journey around the earth on a motorcycle. He traveled through 22 countries in that amount of time and had numerous adventures along the way, as you can well imagine. We haven't read it yet, but as soon as this deadline is finished we're going to give it a try. Both of these books and many more are available from White Horse Press, publishers of all sorts of motorcycle books, at P.O. Box 60, North Conway NH 03860; (800)531-1133.



## New Links

If you're not satisfied with your converted MXer's suspension, DeVol Racing says they know why. Ted DeVol, head honcho there, says that the stock linkage systems on the current crop of motocross bikes

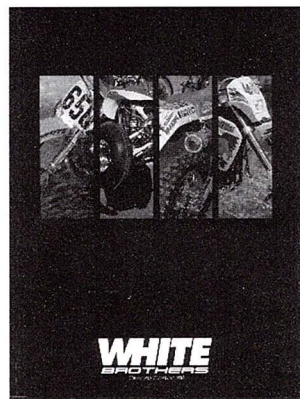
aren't what they could be, and of course DeVol has a replacement linkage kit for the '94-'96 CR125, 250 and 500

Hondas, the '93-'96 Yamaha YZ, and the '94-'97 Kawasaki KX. We tried one of their links on a '93 YZ250 and were greatly impressed. It made the rear suspension stroke much more progressive and predictable, far better for woods riding. DeVol's Kawasaki kit also includes a variable link system, with which you can change the ratio and ride height on the bike fairly simply. They also offer lowering links for the Honda CR80 and the XR400 that use up some of that extra space between the tire and fender well and get the seat down a little lower. Most linkage changes are engineered to work with a shock revalving as well, so don't expect the

kit to be a simple bolt-on of hard parts, but when you're done we'll bet you'll be pleased with the results. The price of the kit is roughly \$190, but call them at (360)-825-2106 to get the full scoop.

## Big Catalog

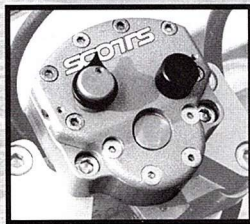
The White Brothers have been in a catalog-making frenzy for years, but their latest dirt catalog is far beyond the realm of most normal off-road catalogs. This epic runs 434 color pages and has just about



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Grand National Cross Country Champion

Background Photo is of Larry Roeseler. Scotts Damper is also the official Steering Stabilizer of Team Green.



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everything you can imagine within its covers, including parts to fit bikes as far back in history as humanly possible. It is especially handy if you have a lot of money to spend and want to barrage your dealer with lists of part numbers on his fax machine. A book this big can't be free, and it isn't; but for \$9 plus \$4 shipping (\$13 total) White Bros will ship one right to your door. Call them at (714)692-3404, or fax at (714)692-3409, or see them on the Internet at [www.whitebros.com](http://www.whitebros.com), or write to 24845 Corbit Place, Yorba Linda CA 92687.

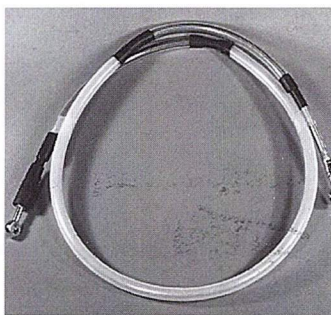
## Potato Road

Have you ever wanted to ride in Idaho? We have, and it's beautiful; up north riding out of Ketchum, in the Sawtooth Range. Most nifty. Trouble is, we had no idea where we were the entire time. Now to fix this, we could invest in "The Trails of Idaho," an OHV trail guide put together by L&M Productions. The guide contains maps, descriptions, and surrounding area information for 12 outstanding riding areas in the Idaho mountains. If you're really interested, you can get a companion video tape of the rides, so you can really see what you're getting into. The trail guide is \$14.99, while the video goes for \$24.99, from L&M Productions, 2015 West Alameda Ave., Denver CO 80223; or call (303)77-RIDER.

## Salvage Your Pride

Motorcycle Shopper has announced that their big 1997

Motorcycle Salvage Yard Directory will be the big feature of the December issue of Motorcycle Shopper. I'll tell you what, if you're a true pack rat, you don't want to miss that issue. Name one true motorcycle fanatic among us who doesn't dream of riding around on a beast that was lashed together from under \$100 worth of salvage yard junk? Our publisher says that's exactly what he lives for! The Salvage Yard Directory is also going to be available on the Internet, at [www.mshopper.eurografix.com](http://www.mshopper.eurografix.com), so all you net-heads can see it as well. Motorcycle Shopper Magazine is available at a number of fine outlets, to find out exactly where call (407)860-1989.



## Great Brakes

Good brakes are essential, you know that. Lots of bikes come with good brakes. Great brakes are something you



have to make. Plenty of racers know the tricks like swapping out Honda master cylinders on their KTM, and so on, but one place you can start with is upgrading your brake lines. Motion Pro has a line of high quality stainless steel brake hoses from Galfer that are a big step up from most stock hoses. They are braided stainless on the outside, with a solid Teflon inner liner, and then the whole thing is wrapped up with a PVC cover. Tough stuff. Motion Pro even says that it'll make your stock equipment brake harder, which means you don't have to replace any expensive major components. We're into that. Find out more from Motion Pro, at (415)329-0427.

## Bakwater Town

A new item we're testing here these days is the Bakwater drink system, being marketed by Slavens International. Jeff Slavens is a well known motorcycle performance tuner with a great reputation for KTM's that run mean and lean, and he now is getting into the rehydration business with the Bakwater. Like other soft-luggage-style drink systems, Bakwater hangs on your back like a back pack and holds water in a flexible bladder. The cool part is that the Bakwater "sack" also has extra zippered pockets big enough to hold a jacket and plenty of other things. Suggested retail price is \$69.95 and you can find out more by calling (800)441-7904. □



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# RHODY NATIONAL

One question: When is Hawkins going to start slowing down?

by Paul Clipper

West Greenwich, RI 6/23

**W**ithout a doubt, conditions were perfect for the Rhody National. Saturday was cool and overcast, while Sunday was sunny and warm, but not hot. Rain showers that had been falling all around New England had held off in Rhode Island, although rain earlier in the week had watered down the course and made sure dust wasn't going to be a problem. Yeah, there were some greasy spots, but for New England, it was dry. For some, it was a little too dry.

"It's too easy. Way too easy," said Kevin Hines, very early in the event. "I wish it would have rained, because everybody's score is the same. The club is doing a great job with checking everyone in and out, but the sections are short and that just makes it worse. Whoever wins this isn't going to do it by much."

So said the veteran of probably hundreds of NETRA enduros, and ten years of AMA National competition, and although one rider from Southern California might disagree, he was right. And everybody from NETRA knew it, even the Women's class riders.

"Really, this was the easiest NETRA enduro so far this year," said Karen Whittier, riding in the Women's class. "It was much easier than King Philip, and the weather made it easier than the New England Championship and even the Gnarly Dude turkey run. It was a nice ride."

Now for a little perspective on the term "easy." How can a Women's class champion who dropped 129 points call a national enduro easy? You'll find the key in exactly what makes riding enduros difficult: zeroing checks. At the Rhody enduro the trails were easy; if you went out for a trail ride on the Rhody Rovers' course, you'd have a ball (although you can't do that, since the trails are only open by permit for this enduro...sorry). However, if you just rode the course during the enduro, at a comfortable pace, you'd pile up an immense amount of points, because although the trails were easy, the timing of the sections was so tight it was impossible for even the top national riders to zero most of the points-taking checks.

So yes, it was an easy ride, but a damned difficult enduro! The evidence was easy to see: a number of smashed wheels and flattened tires, and a fair number of risk-induced injuries. We saw one guy afterwards who smashed his front wheel and split a White Power fork tube like a piece of firewood. There was plenty

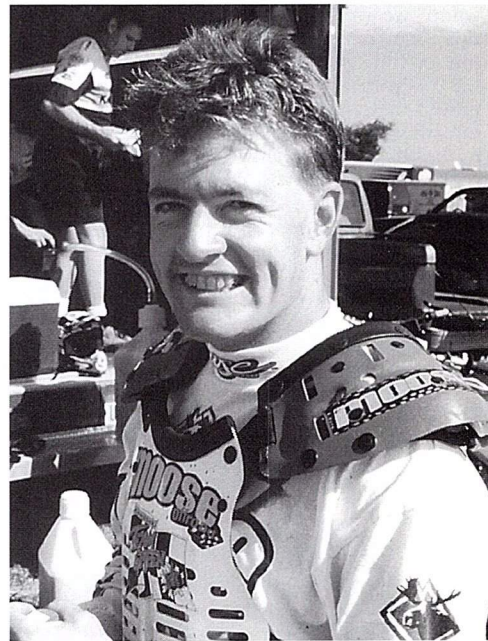
of limping as well. Steve Hatch, national champion a season ago, quit after sticking his foot in a hole and tweaking his knee—and at the time he was cookin'. Ty Davis, the reigning national champion, also had a pronounced limp at the end of the day, and was seen on Monday with a huge ice bag strapped to his knee.

Hey! Speed Kills! Isn't that what the bumper sticker used to say? And speed was what it was going to take to win at Rhody this year—forget about endurance.

Ty Davis and his Team Green KX250 was the most anticipated racing combination at Rhody. First off, everybody wants to see him. He hadn't been to New England before, and last year had wrapped up the series without having to travel any closer than Ohio. He's tough, and a great rider, but would he be tough enough for a good NETRA run?

Ty himself even wondered about that one, and knowing that Rhody was standard fare for Kevin Hines, Randy Hawkins, Hatch and even Mike and Jack Lafferty, Matt Stavish, and all the series regulars, he had to wonder what he was getting into. The key to the national series is always experience, and in NETRA he had none. And he didn't do too well, after all the dust settled and the foxtails floated off into the breeze. We suspect that his undoing was taking literally some honestly-offered local advice. You see, some of the first local guys he talked to were just plain in awe of hanging with Ty Davis, the legend from California, and they told Ty in all faith that there weren't many rocks in Rhode Island. And he believed them.

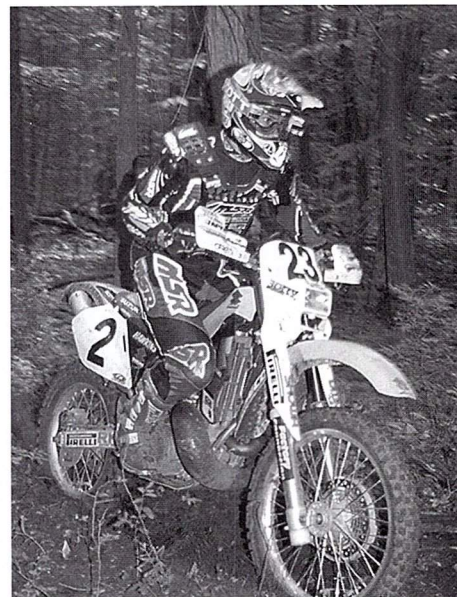
But wait a minute! They weren't lying to him, were they? There AREN'T many rocks in Rhode Island, compared to the rocks at the Black and Blue enduro, or the Greylock, or especially King Philip. A lot of the trails at



Ty Davis sported a big grin before the start, but lost his sense of humor when he found his suspension wasn't right for all the rocks. But it's not that rocky...



Four Stroke A winner Bill Atkinson got to share a minute with Mike Lafferty, saving wear and tear on his timekeeping equipment. Atkinson is doing well in the ECEA this season.



Randy Hawkins continues to amaze us. Just when you think he should be slowing down, he speeds up and kicks butt. He may be national champ this year.



Rhody are rock-free paths, although you have to be careful if you stray OFF the path, since there's ton of rocks OFF the path. You just have to be real accurate, and then there's hardly any rocks at all. All the NETRA guys know this, and they take it for granted. Ty, however, has unfortunately gone back to California thinking that Rhode Island is COVERED with rocks, and also thinking that most of us NETRA riders are crazy. I say we get him back to ride King Philip if he wants to see rocks.

Basically, what happened is he took the "no rocks" thing as gospel, and left his suspension set up as taut as he usually likes it, which was way too bouncy for New England rocks. He finished fifth overall, which didn't net the amount of national points he usually likes to win. Who knows, you might see

Ty Davis at Delaware this year.

Two guys who never seem to be taken by surprise are Randy Hawkins and Kevin Hines, and they spent the day battling for the win like a couple of kids fighting over a Snickers bar. Hey, in the geologic time scale of professional racing both of them are aging rapidly. Kevin is 35 now, and both have been racing steadily since the early '80s. They're supposed to be getting beaten by the younger guys, like Mike Lafferty, by now, but they keep on going like the Energizer Bunny. At the first real points-taking check for the AA guys, Hawkins did a 4:08 and Hines did a 4:06. Pretty evenly matched, I'd say. They matched each other's score at every check, save for the real nutcracker of the event, check number 10. There, you could just about make it in two minutes late, if you were really, really good, and Hawkins admitted he stuck his neck out in the section, risked it all, and squeaked in with a 1:58.

That's all it takes to win enduros. Hines had a 2:04, just six seconds slower than Hawkins and sure to put him in second overall. Watching these guys ride is like

watching a couple of enduro riding machines; they just don't make any mistakes. They know every trick in the book, know exactly when to uncork it, and have a sixth sense for timekeeping. If you understand enduros, it really is a thrill to watch them at work.

They were running away with it, but one of the whippersnappers snapping at their tails was Mike Lafferty, a South Jersey boy who has been chasing the national circuit the last two seasons for KTM. Mike was not far off the pace—at the fourth check, the first points-taking check we mentioned above, Mike dropped a 4:22. That was only 16 seconds slower than the leaders. Mike also didn't burn any checks, and at the tenth check he dropped a 2:07, only three seconds slower than Hines. He lost his pace a little in the last section and dropped a five to Hines and Hawkins' fours, but Mike still picked up a very solid third overall with scores like that. In comparison, Ty Davis dropped at least 20 seconds more at each of the checks, accidentally burnt the second check (as did Steve Hatch before he went out), and lost six seconds at the final check as he ran out of steam from his suspension beating him to death.

Another guy we have to mention is NETRA rider Jerry Madore, who up until this season has been an avid hare scrambles racer. Jerry has been doing some butt-kicking in NETRA enduros this year, most recently with a High Point A at the King Philip Ray Flower enduro. He once again scored a High Point A at Rhody, also finishing seventh overall with a total of 17 points. That put him as the highest finishing NETRA rider, aside from Kevin Hines, and a sure sign that Madore is going to be a real tough guy to beat if he stays with the enduros.

Local boys took the other two High-Point positions, with James Cooney of Carver, Mass., taking High Point B on his Suzuki (same as Madore and Hawkins), and Alan Ross of Burlington, Mass., was the top finishing C class rider on a KTM 250.

From the South Jersey homeboy camp we had Jack Lafferty Jr. and Kevin Bennett. Bennett's won this event before, but this time he wasn't all that lucky. Still, riding his Husaberg, he tied Ty Davis' 16-point score and finished in sixth overall. Jack Jr. did even better, dropped an extra point here and there to his brother Mike, and finished in fourth overall—15 points to Mike's 13. Jack had an excellent ride, especially for a guy who talked about retiring, got married, rode a Honda last year and



Steve Hatch rode with his usual all-out, frantic style, and actually looked the fastest in the morning. He tweaked his knee and dropped out before noon.



Kevin Hines is riding like the old Hines this season. At Rhody he lost to Hawkins by only six seconds. (Jay Chittenden photo)



Mike Lafferty wanted to win this race so bad he had trouble with his breakfast. Had Hines and Hawkins stayed home, he would have won easily.



If there really is an enduro heaven, it has a Women's class as pretty as the one that rode Rhody. From left, Heidi Landon, Paula Stewart, and class winner Karen Whittier mug for the camera after the run.



now is back on KTM. Even better was the fact that the other Lafferty brother, Richard, whipped his KTM into tenth overall, putting all three brothers in the top ten at a national enduro. That's the first time three brothers have shared top ten since the Penton boys—Jack, Jeff and Tom—were doing it in the early '70s. Jack Lafferty Sr., the patriarch of the clan, also raced and finished at the top of the Super Senior A class with a 30-point card, which came close to putting him in the top twenty as well. Now that's an enduro racing family.

Chris Smith said he had a lackluster day, spent all his time floundering around, but still squeaked out a 19-point score for eighth overall, and Mark Spence, ECEA flash from Manassas, Virginia, also did a 19, finishing just behind Chris for a ninth overall.

The other father and son team of note was the Dick and Jon-Erik Burleson team. Burleson, of course, is eight-time former national enduro champion, and Jon-Erik is the big guy who was following him around. Neither of them had ever ridden in Rhode Island before, so it was a real treat for them to get beaten up on the Rhody rocks, and Jon-Erik finished third in the A Four Stroke class. Father Dick was a little amazed that he was beaten by Jerry Randall in the A Senior class, but then again, he'd never ridden against Randall before, either. Local experience is a valuable thing! Both Burlesons were riding very trick Thumper Racing KLX250s.

The course was typical Rhody, if there is such a thing. Many of us joked about the

<b>Little Rhody National</b>		
Randy Hawkins	Suz 11	
<b>Grand Champion</b>		
Jerry Madore	Suz 17	
<b>High Point A</b>		
James Cooney	Suz 33	
<b>High Point B</b>		
Alan Ross	KTM 34	
<b>High Point C</b>		
<b>AA</b>		
1. Kevin Hines	CRE 12	
2. Mike Lafferty	KTM 13	
3. Jack Lafferty	KTM 15	
4. Ty Davis	Kaw 16	
5. Kevin Bennett	Hbg 16	
<b>A 125</b>		
1. Kevin Howley	KTM 27	
2. Kerry Clark	TM 31	
3. Hans Neff	KTM 33	
4. Greg Davies	Yam 46	
5. M. Dean Spencer	Hon 50	
<b>A 200</b>		
1. Darrell Szlachetka	Kaw 22	
2. Phillip Stevens	Kaw 34	
3. Harvey Whipple	Kaw 36	
4. Ron Lucas	Kaw 39	
5. Bob Mohn	Kaw 40	
<b>A 250</b>		
1. Dave Gunn	KTM 20	
2. Fred Hoess	Suz 20	
3. Paul Milliken	KTM 21	
4. Bob White	CRE 22	
5. Jason Cayer	CRE 22	
<b>A Open</b>		
1. Mike Slechta	CRE 22	
2. Bill Sironen	KTM 34	
3. Eugene Sweetser	ATK 35	
4. Mike Zahansky	KTM 35	
5. Byron Culbertson	Hon 36	
<b>A Four Stroke</b>		

1. Bill Atkinson	Hon 25	
2. Jim Mitchell	Hon 27	
3. Jon-Erik Burleson	Kaw 28	
4. Erik Nijkamp	Hon 32	
5. Mark Hummel	Hon 35	
<b>A Veteran</b>		
1. Max Parkes	KTM 29	
2. Tom Vella	Hon 30	
3. Steve Reed	Kaw 34	
4. Ken Robbins	CRE 34	
5. Ed Bishop	Kaw 34	
<b>A Senior</b>		
1. Jerry Randall	Hon 24	
2. Dick Burleson	Kaw 31	
3. Scott Wolf	Kaw 38	
4. Jim Smith	CRE 40	
5. Tom Ebersole	CRE 42	
<b>A Super Senior</b>		
1. Jack Lafferty	KTM 30	
2. Keith Ratcliff	Hon 35	
3. Jack Schwarz	Kaw 36	
4. Ernie Mellor	KTM 39	
5. Rich Trader	KTM 49	
<b>NETRA Super Senior</b>		
1. Keith Goodell	CRE 32	
<b>B Super Senior</b>		
1. Tom Farley	CRE 46	
2. Dave Verdetto	Kaw 54	
3. Tim Stibitz	Hus 282	
4. Larry Menefee	KTM ck.6	
<b>Masters</b>		
1. Joe Galie	Yam 65	
2. Robert Hoover	Hon 217	
3. Ed Baker	Hon ck5	
<b>B 125</b>		
1. Craig Copeland	CRE 52	
2. Jason Rawlings	KTM 52	
3. Eric Hannah	Hon 60	
<b>B 200</b>		
1. Joe McLaughlin	Kaw 42	

2. Gary Szlachetka	Kaw 48	
3. Rich Ohi	Kaw 53	
4. Eric Corbin	Kaw 60	
5. Jeff Black	Kaw 61	
<b>B 250</b>		
1. Tom Johnson	CRE 36	
2. Kevin Knott	Suz 36	
3. Glenn Eggert	Hon 49	
4. Glenn Arnold	Suz 50	
5. Anthony Mazur	KTM 55	
<b>B Open</b>		
1. Al Switzer	KTM 40	
2. Mike Sigety	Suz 40	
3. Mike Nash	KTM 46	
4. James Reber	Kaw 58	
5. Tom Hardy	Hus 63	
<b>B Four Stroke</b>		
1. Ken Zabrosky	Hus 43	
2. Stan Poplasky	Hon 47	
3. T. Coopersmith	Suz 56	
4. Justin Lis	Hus 57	
5. Kevin Jordan	Hon 73	
<b>B Veteran</b>		
1. John Robbins	Hon 34	
2. Robert King	KTM 38	
3. Brooks Saunders	KTM 44	
4. Tim Dinge	Kaw 47	
5. Bruce Rocha	Suz 47	
<b>B Senior</b>		
1. Glen Gifford	Suz 59	
2. Joe Daugherty	Hon 60	
3. Bob Landry	Hon 61	
4. Kerry Koeller	TM 71	
5. Dave Mathisen	Hus 75	
<b>Women</b>		
1. Karen Whittier	Kaw 129	
2. Paula Stewart	Hon ck.5	
3. Heidi Landon	Kaw ck.5	
<b>C 200</b>		
1. Gary Van Voorhis	Kaw 40	

2. Ken Bessette	Kaw 44	
3. Ray McKown	Kaw 45	
4. Cory Borouicka	Hus 56	
5. Dave Zabroski	Yam 63	
<b>C 250</b>		
1. Anthony Federico	KTM 37	
2. Doug Douchette	Kaw 48	
3. Matt Gallo	Suz 49	
4. John DiSimone	ATK 49	
5. Carmen Tino	Kaw 58	
<b>C Open</b>		
1. Chris Bolton	KTM 44	
2. Ray Strohm	KTM 57	
3. Erick Jarvis	Hus 70	
4. Paul Vasconcellos	Suz 102	
5. Dave Sharpe	ATK ck.6	
<b>C Four Stroke</b>		
1. Rich Hobbie	Hon 37	
2. Ray Anderson	Hon 39	
3. Tom Smith	Hon 50	
4. Doug Morrison	Hus 53	
5. David Dugas	Hon 55	
<b>C Veteran</b>		
1. Steve Bertoline	Kaw 50	
2. Ken Day	Suz 55	
3. Tom Hall	Hon 56	
4. Jeff Fluckinger	KTM 57	
5. Mike Ceranoio	Kaw 67	
<b>C Senior</b>		
1. Paul Silansky	Kaw 48	
2. John Corliss	KTM 58	
3. Mike Suriani	KTM 61	
4. Greg Wibben	CRE 62	
5. Ed Wiest	Hon ck.6	
<b>Teams</b>		
1. Tri-Co Hammer	121	
2. CJCR Bad	171	
3. RORR Rip 'N Tear	201	
4. CJCR Ugly	209	
5. DER #1	262	

first section, wherein the riders took on the Rhody Rovers' hare scrambles course first thing in the morning. If you've never expe-

rienced it, it is nearly nine miles of whoopedos with rocks in them, big trees, and huge, killer roots. Your basic worn-out

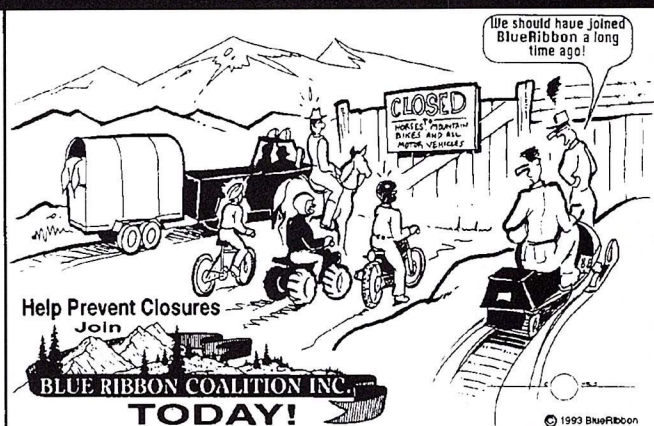
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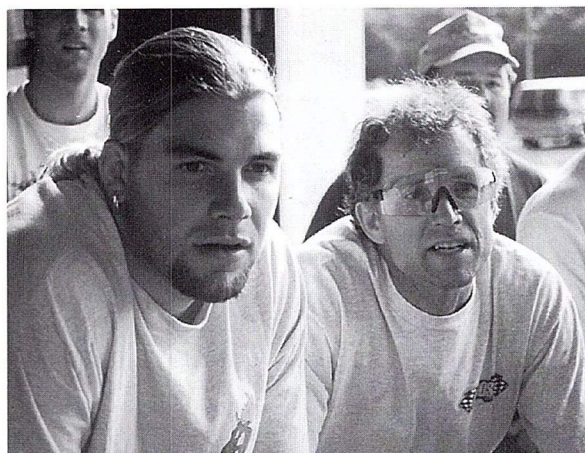
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Dick Burseson (right) and his "little" boy Jon-Erik check their scores after the run. Both did well in their first foray to Rhode Island. Dick kept asking who Jerry Randall was, however....

kind of stuff you only bother with if you have a computer to help you figure it out. They had 264 entries for the event, and ten of them didn't start. Out of 254 starters, 212 riders finished, adding weight to the "easy" riding theory. They had entries from 26 states; 131 from NETRA, 102 from the ECEA, and 31 from other associations. The largest number of entrants were from New Jersey, with 58 souls coming from the Garden State—they had 11 entries from Millville, New Jersey alone! Most of the machines entered were KTMs, with 76 total entries compared to 51 Hondas, 43 Kawasakis, 31 Suzukis, 20 Huskys, 16 CREs, nine Yamahas, five ATKs, four WERs (whatever they may be—ask Drew Smith), four TMs, three Husabergs, one Gas-Gas, and one

hare scrambles trail. We figured that out-of-towners might come back to the gas available and re-adjust their suspension after all those whoopedos, and then be really surprised when they didn't see another whoop all day.

And they didn't see one. After that it was all rocks, trees and fast New England trail. The club didn't use the infamous Rock Garden section this year, but they did use the old Pine Top ski area and found ample opportunity to show off what rocks they could find. After all, there aren't that many rocks in Rhode Island, are there?

The Rhody Rovers had some interesting statistics added to their results sheet, the

Maico.

Always on the cutting edge, Trail Rider supplied a couple of the bikes on the "low-attendance" scale, with an ATK 260 ridden by Charlie Williams and a Husaberg 400 Elduro ridden by Mark Uth. Both bikes finished in far better shape than the riders did, and Charlie swears to get his revenge at the Delaware enduro in the fall. Maybe we can fix him up with one of those WERs....

All in all it was a great event; we saw most of the national guys the next day, and they were still talking about what a great ride it was. Hawkins liked it the most, but he got away without an icepack and with the over-all trophy. With those kind of prizes to brag



Charlie Williams shows the form that made him famous in truck stops across the country.

about, who wouldn't like it? Right now, Randy looks like the odds-on favorite to unseat Ty Davis, and he continues to prove that he still has the ability. With four more rounds to go, it is anybody's series at this point, and maybe we will see Ty-Wrap in Delaware. Whatever happens, we'll bet you right now there'll be a championship on the line when they all gather again on the east coast this fall. We'll look for you there! □

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# The NEW HOOT!

Fun in the mud with the Hoot Owls

By Cheri Alix

Douglas, MA 5/19

**A**fter all the rain and snow, we finally had a bright sunny summer day. And to top it off, it was a new track. The Hoot Owl club managed to get a farmer in Douglas to lend his property for a hare scramble. He was more than happy to oblige. The club laid a 5.5 mile course for the Juniors and a few new sections were thrown in for the next two races. The track started in a field where the riders then funneled down a cart road that passed between an opening in a stone



B Four Stroke rider Chris Cramer leaps off a stone wall on the course.

wall. The riders then turned into the woods, through a few creeks and skirted around the cornfields before heading back into the woods. The course had many fast cart road sections, but the woods were still quite wet from all the rain, with many expanding mud-holes.

The Junior event took off without a hitch. Jesse Berthiaume got the holeshot on his Kawasaki 125, followed closely by Yamaha rider Eric Rougeau. Rougeau grabbed the lead quickly from Berthiaume and held it till the end taking the win with over a two minute lead. Berthiaume held second without any competition from third place finisher Drew Carpenter. In the Mini class, It was Nathan Kanney edging out Mike Peristere by just under thirty seconds to take the class win. Michelle McKinnon has been on a tear in the Women's class, taking her third win in a row.

After the Junior event, the club had to do some rerouting of the course. The mud-holes were expanding at a rapid pace. One section near the corn fields had become completely impassable. They had constructed a bridge over the section but after two

club members crashed trying to cross it, the club decided to eliminate the section. The Novice race was one of the largest this year with 128 riders lined up. When the flag went up it was Jason Stella getting out in front. As the rest of the thirty-four 250 riders tried to funnel through the opening in the stone wall, bikes started to slide out causing a major traffic jam. With each line it was the same, if you didn't get out in front you'd get stuck in a major pile-up as thirty or so riders tried to occupy the same space all at once.

But everyone survived the start pile-up, and after four laps of what was now becoming a real mud race, it was Jason Stella on his Honda 250 winning the C class overall.

As the final riders from the Novice class crossed the line, the club headed out to make some track changes. One new section wasn't even added to the course. It was a rutted, rocky mud-hole, and they felt it would be completely devastated by the end of the day. They did add in a new section on the back side of the start. The riders were to jump a stone wall and land in a mudhole. "It's an easy section, no one should have a problem with it," club president Kenny Law said. "Anyone could do it in first or second gear." Yeah right; but landing straight in a mudhole just isn't what you want to be doing. It would be like intention-

ally trying to sink your bike.

After a few minor trail adjustments the race was underway. With fourteen AA riders lined up on the start, it was Jerry Madore getting the holeshot, followed by Manchester Honda/Pirelli/Axo-sponsored Josh McLevy. As the riders started to funnel into the first turn, McLevy slid out, taking with him most of the front line. Cris Crispin made the situation worse when he forgot to turn on his gas and stalled in the corner,



Jerry Madore leads the charge in the AA class. Last month we stated in a caption that Jerry Madore rode a Honda XR400, which was an idiotic thing to say, since he rides a Suzuki RMX. And he rides it fast!

causing a huge bottleneck. Madore, Dirt Works' P.J. Peculis, and Pub Racing/Ronnie's Cycle/Factory Connection-sponsored Todd Levesque survived the pile-up and took the lead.

SCR/Yamaha/Link/Scott/Answer's Tom Norton and McLevy soon untangled themselves from the pack and managed to catch up to the leaders. By the four mile mark Norton had taken over the lead, with Levesque and McLevy right in tow. The three riders were on the gas and by the end of the lap had put thirty-five seconds on Jerry Madore, in fourth place. Wes Clarke was down another 34 seconds in fifth, followed by P.J. Peculis, Fran Halligan and Patrick Timothy.

As the riders started their second lap, they were already starting to run into lappers. "The track looked like someone drove around it in a tank," said Norton, going into the second lap. Most of the mudholes had grown to be about 200 yards long with lines in every direction. Bikes were getting stuck everywhere. McLevy moved out in front of Levesque and latched onto Norton. The two riders stayed with their original lines, getting around everything. Levesque took a bad line and soon lost sight of the two front runners. At the end of the lap, it was Norton in front with McLevy right on his tail. Levesque was still in third but down over a minute. Madore was in fourth but Peculis was moving up to within fifteen seconds. Madore



Jamie Prior took his first win in the A200 class at the New Hoot hare scrambles.



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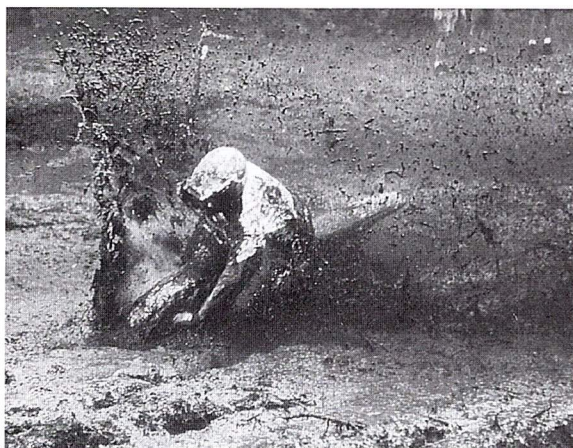
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There was a little mud on the course, here and there. Every now and then somebody just had to try a little slop surfing, like this.

wasn't ready to let go of his position, and by the end of third lap, he increased his lead over Peculis to fifty seconds.

<b>New Hoot Hare Scramble</b>		
<b>Class Results</b>		
Tom Norton	Yam	
<b>Overall Champion</b>		
Rory Eastman	Hon	
<b>A High Point</b>		
Doug Stroh, Jr	Yam	
<b>B High Point</b>		
Jason Stella	Hon	
<b>C High Point</b>		
<b>AA</b>		
1. Tom Norton	Yam	
2. Josh McLevy	Hon	
3. PJ Peculis	Yam	
4. Todd Levesque	Yam	
5. Jerry Madore	Suz	
<b>Junior</b>		
1. Eric Rougeau	Yam	
2. Jessie Berthiaume	Kaw	
3. Drew Carpenter	Yam	
4. Brian Lawson	Yam	
5. Jon Choquette	Hon	
<b>Mini</b>		
1. Nathan Kanney	Yam	
2. Mike Peristere	Yam	
3. Robert Rowe, Jr.	Kaw	
4. Robert Langenback	Hon	
5. Joe Robert	Kaw	
<b>Women</b>		
1. Michelle Mckinnon	Hon	
2. Dawn Shayer	Hon	
3. Sally Haber	Kaw	
<b>Novice 250</b>		
1. Jason Stella	Hon	
2. Brian Savoie	Yam	
3. David Walker	Yam	
4. Glen Larocque	Suz	
5. Paul Becker	Kaw	
<b>Novice 200</b>		
1. Todd Frias	Kaw	
2. James Maquire	Kaw	
3. Mike Poisson	Kaw	
4. Frank Smerczynski	Kaw	
5. Richard Merrill	Kaw	
<b>Novice 125</b>		
1. Ronald Daniels	Hon	
2. Craig Kuzia	Suz	
3. Adam Viggiano	Suz	
4. Rick Gentile	KTM	
5. James St. Laurent	KTM	
<b>Novice Open</b>		
1. Brian Erickson	Hon	
2. Sean O'Donovan	Hon	
3. Steve Ostergaro	Kaw	
4. Robert Ringuette	Hus	
<b>Novice Vet</b>		
1. Craig Pratt	Suz	
2. Michael Knight	Kaw	
3. David Kanney	KTM	
<b>Novice Senior</b>		
1. Gary Cheney	Yam	
2. Douglas Stacy	Hon	
3. Ed Barnes	Hon	
<b>Novice Four Stroke</b>		
1. Woody Carpenter	Hon	
2. Hank Agonis	Hon	
3. Nate Hubbard	Hon	
<b>Novice Vintage</b>		
1. Miles Briggs	Yam	
<b>Amateur 250</b>		
1. Brian O'Neil	Kaw	
2. Bruce Yuill	Yam	
3. Kevin Knott	SUZ	
4. Shane Burhde	Hon	
5. Eric Moreau	Kaw	
<b>Amateur 200</b>		
1. Doug Stroh, Jr	Yam	
2. Robert Santheson	Hon	
3. Chris Simpson	Kaw	
4. Robert Hesser	Hon	
5. Neil Dennett	Yam	
<b>Amateur Vet</b>		
1. Ronald Lemieux	Yam	
2. Kenneth Held	Yam	
3. Harold Bowen	Kaw	
<b>Amateur Open</b>		
1. Don Mosher	KTM	
2. Douglas Walter	KTM	
3. Brooks Saunders	KTM	
<b>Amateur Senior</b>		
1. Robert Young	KTM	
2. Rick Hesser	Kaw	
<b>Amateur Four Stroke</b>		
1. Norman laBranche	Suz	
2. Dave Collins	Suz	
<b>Expert 250</b>		
1. Rory Eastman	Hon	
2. Jason Cayer	CRE	
3. Justin Provencal	Kaw	
4. Mark White	Hon	
5. DJ Lis	Hus	
<b>Expert 200</b>		
1. Jamie Prior	Hon	
2. Paul Blanquart	Yam	
3. Denny Anderson	Yam	
<b>Expert Vet</b>		
1. Russell Bain	Hon	
2. Norm Turnberg	Yam	
<b>Expert Open</b>		
1. Bill Haelsen	CRE	
2. Dave Simcock	Hon	
3. Mark Burdick	KTM	
<b>Expert Senior</b>		
1. Jerry Randall	Hon	
2. Jerry Harris	Suz	
<b>Expert Four Stroke</b>		
1. John McMahon	Hon	
<b>Super Senior</b>		
1. Stephen Wilcox	Suz	
<b>Team Trophy</b>		
1. Team Hoot		
2. Team Pub		
3. Team Rydher		
4. Team Fah-Q		

Out in front it was still Norton and McLevy. They now had a comfortable lead of four minutes over third place, when they pitted at the end of the third lap. Norton got out first with McLevy only seconds behind. The two riders were soon railing back around the corn field and into the woods. But before the end of the lap, McLevy would start having problems with his chain. While going through a mudhole, his chain derailed. He was able to roll it back on but this allowed Norton to pull away with a 25-second lead. McLevy's chain continued to plague him going into the final lap. He lost it once again going through a gas tank-high mudhole, causing him to lose another 20 seconds.

The mudholes were taking their toll on many a rider. Some were stuck up to their seats in mud. One bike was stuck with only the handlebars showing. The club decided that it wasn't going to be practical to continue for another two laps so they stopped the event after five instead of six laps. After thirty miles of what everyone considered a great race (at least those that didn't get stuck), it was Norton taking the checkered flag with a three

minute lead over McLevy in second. Levesque held onto third until the final two miles of the race. Peculis was on the gas and put the move on Levesque not one mile from the finish. Levesque finished down just seconds in fourth place. Madore and Halligan battled it out till the end with Madore taking fifth.

Rory Eastman took the Overall in the Expert class with a one minute lead over fellow 250 class rider Jason Cayer. Cayer finished only one second ahead of Open class rider Bill Haelsen. In the Amateur class it was Doug Stroh, Jr. taking the overall on his Yamaha 125.

Ten teams signed up for the team race and once again it was Team Hoot taking home the trophy. Team Pub took second place followed by Team Ryder and Team Fah-Q.

The Hoot Owl club put on a great event and we should all be thankful to the land owner for allowing us to use his property. With all the land problems in the area, it's nice to have someone donate their property for our use. He has even shown interest in having another event this year, so it's looking good for a race again next year. Let's not spoil the new opportunities that arise for riding areas. Don't leave your trash laying around and show some courtesy and respect when on someone else's land. □

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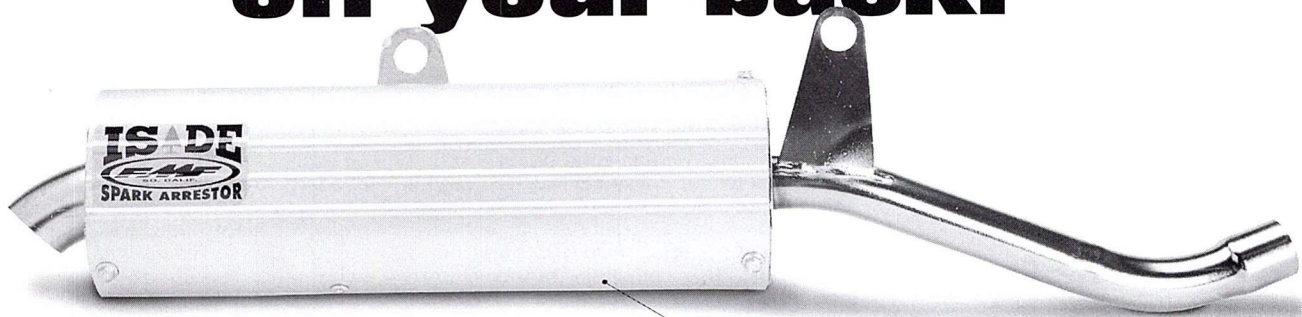
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# Trail Rider TOOLBOX

By Mark Uth

## KTM Power Valve Cleaning

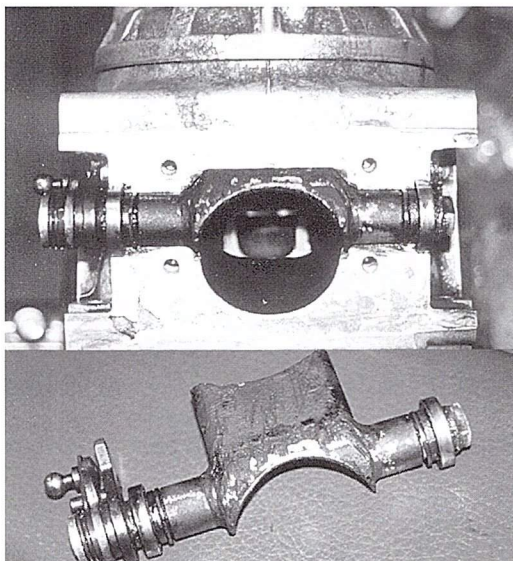
**T**he variable height exhaust valve (a.k.a. power valve) has singularly driven a stake into the heart of the true open class two stroke. With its advent, 45 horsepower 250s and small bore open classers have supplanted the power requirements of all but the most feverish horsepower hounds. Fact is, a properly working power valve is like having your cake and eating it too, because a power valve motor is able to generate a much broader powerband and good low end without sacrificing peak horsepower and/or top end rpm. As with all technology, however, there is a price to be paid. Power valves live in a tough world and demand regular cleaning and maintenance to perpetuate correct operation. A neglected, malfunctioning power valve will leave you sucking dust all too soon.

The power valves on modern two stroke motors are an assembly of moving parts that literally sit directly in the exhaust stream. As such, operation temperatures are high and contamination from unburnt combustion by-products is heavy. Even with a properly jetted bike, carbon and mung quickly accumulate on valve surfaces, adversely affecting performance. In the early stages, this makes power valve operation sluggish and imprecise. Continued neglect, however, can lead to ceased power valve function or even radical failures.

Catastrophic power valve failures, mind you, often wipe out the top end and cylinder in the process. To prevent failures, regular inspection and cleaning is essential. At the very least, this should be whenever servicing or inspecting the top end. For 250s and mini open classers (300-360cc) with longer wear-

ing top ends, maintenance between top end or ring replacements will be required, at least several times a year. Naturally, motors that are poorly jetted, use bargain premix oil or questionable fuel will require even more frequent attention.

One of the most intimidating factors impeding power valve maintenance is the perceived complexity of the various power valve assemblies, which confounds disassembly, cleaning, and proper adjustment. On some models this is no doubt justified. Fortunately, for this exercise we've gone through the process of servicing a late model KTM power valve assembly, a utilitarian design that is common to 1990 and newer KTM 250s, 300s and 360s. However, worry not, as even the most complex power valve schemes can be tackled with a little common sense and careful disassembly. An up-to-date shop manual doesn't hurt either.



*Grunge! You need to take that system all apart, and make it squeaky clean in order to get top performance out of it.*

The KTM assembly is dominated by a large shaft/flapper valve that rides in bearing journals cut into the cylinder and a removable front cover plate. The shaft/primary power valve assembly is an aluminum weldment that rotates from the closed to open positions. Dual purpose levers are bolted to each end

of the shaft, the clutch side connected to the actuation arm, the ignition side providing a valve closing stop adjustment. Both sides also engage a secondary valve which opens a boost port in conjunction with the primary flapper valve action. Both the main shaft and secondary boost valves ride on lightweight ball bearing assemblies, which reduce torsional friction, but in turn increase cleaning requirements. Access to the power valve assembly is provided by inspection covers on each side of the cylinder, and via removal of a large front cover mounting plate.

Since our KTM's top end was to be replaced, the cylinder was removed for the power valve servicing. With KTM's as well as many other models, the power valve work could have been accomplished with the cylinder on the bike, but in the case of the KTM, this complicates things significantly. Note that if the cylinder stays put, the pipe, and exhaust flange still have to be removed from the Katoom. Either way, as the pipe and exhaust flange gets taken off, set aside the exhaust flange for decarbonization later.

If the cylinder is staying on the motor, then this is the time to remove the power valve inspection covers and disconnect the power valve actuation arm. The actuation arm connects to the clutch side PV actuation lever and is held in place with a wire clip. Remove the clip and the actuation arm may be pulled off. Next, the cylinder front cover (a.k.a. nose piece), unbolts from the front of the cylinder using four 6mm socket head bolts. The front cover is sealed in place from the factory (or any previous assemblies) and therefore has cast tabs that allow it to be broken free from the cylinder. With the front cover removed, the entire power valve assembly is exposed and may be removed.

Before lifting out the power valve assembly, take note of how the actuation levers engage the boost valve actuation gear (both sides). This is important because this relationship affects the boost valve opening timing, in relation to the main flapper valve. Also, the position of the valve stop adjustment on the ignition side lever should be noted. This adjustment is important because it prevents the main flapper valve from slamming into the exhaust port when it closes. With these annotations completed, the power valve assembly may now be lifted out of the cylinder and set aside for cleaning.



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The final disassembly task is to remove the boost valves themselves. This is accomplished by removing the bearing retention plates, found beneath the actuation levers, that are fastened to the cylinder using two soft countersunk Phillips head screws. With the screws removed and the retention plate off, the boost valves may be pulled out of the cylinder and set aside for cleaning. Remove the silicone rubber o-rings from the boost valves, because they can't tolerate any kind of solvent, and you don't want to scratch them with anything while you're cleaning. Better yet, get new ones and place to replace them.

Cleaning tasks fall into three different categories. Parts with thick oily deposits or a thin coating of carbon, like the boost valves, valve actuation levers, the cylinder itself, etc., may be cleaned using a solvent such as brake or carburetor cleaner. Simply spray it on, let it soak for a few seconds and then towel it off. A scotch brite pad or old tooth brush greatly aids this task for tougher accumulations, without scratching surfaces like steel wool or a wire brushes. If cleaning the cylinder while installed on the motor, a great deal of care must be exercised to prevent hard carbon flakes or other contaminants from falling back into the cylinder.

Parts with thicker and/or hardened carbon accumulations are treated according to material. Steel parts, like the exhaust flange, some power valves/power valve guides (on Hondas, et. al.) are most easily cleaned up using a torch to burn off the accumulated carbon. Afterward, use wire brushes, wire wheels or other mechanical means to remove whatever deposits remain. This is also a good time to consider pipe repairs and/or decarbonization as well. The pipe can be decarbonized through a similar heating and subsequent tamping (carefully) with a light mallet. Or you could just send the pipe out for professional attention.

Aluminum parts with hard thick carbon deposits, like our KTM's primary power valve, must be treated with a little more care. Heating of aluminum parts is not a good idea, nor is cleaning with corrosive solvents like gasket removers, oven cleaners, acids, and the like. It turns out, the only really safe method for decarbonization is good old fashioned elbow grease and a great deal of patience. The aluminum power valve that came out of our Katoom had hardened carbon deposits greater than one eighth-inch thick. We spent a considerable amount of time carefully scraping and chipping off all of this accumulated carbon, all the while being careful not to scratch or gouge the valve surfaces. Once all of the thick stuff was removed, the job was finished using carburetor cleaner and a scotch brite pad.

With all of the parts cleaned, reassembly is pretty much the reverse of how things came out. When replacing the front cover, be sure to seal it to the cylinder using an appropriate high temperature gasket material/sealant. As mentioned earlier, KTMs require special attention to properly time the boost valves, and adjust the valve stop mechanism. However, no other adjustments are necessary. Other bikes, like older Honda CRs, require a valve clearance adjustment as part of the reassembly process. The best advice here is to get some experienced help and/or carefully follow your shop manual. Be forewarned that if there is any binding or resistance to motion after reassembly, then something is almost universally wrong. Best to take things back apart, clean or readjust as necessary and reassemble properly. □

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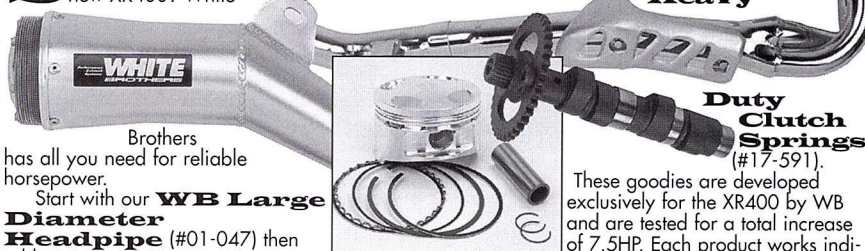
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# Tri-County Hare Scrambles

The first hot hare scrambles of summer

By Mark Uth

Belleplain, NJ 5/19

Tragedy struck round three of the ECEA Hare Scrambles Series, as a 26 year-old novice rider was fatally overcome and struck down by an allergic reaction to an insect bite. The day was the first real scorcher of the new year, with 95+ degree temperatures and 100% humidity under bright sunny skies, which couldn't have helped. Sadly, he was only discovered after another rider alerted Tri-County officials of his missing friend and a concerted search was mounted, long after the completion of the last heat, and unfortunately too late. We here at Trail Rider would like to wish the rider Godspeed, and extend our heartfelt condolences to the rider's friends and family over this unexpected loss.

Looking back, this certainly overshadows any of the race reporting that follows. However, prior to this distressing news, a circus atmosphere prevailed as the hare

lunge that closed that gap to some twenty seconds early into the fifth and final lap. However, Hoess's bid for the overall sputtered short as his new RMX250 ran out of fuel six miles from the finish.

The race was held in several old, overgrown gravel pits located near Belleplain, New Jersey, and used an all new nine mile course laid out by Tri-County club members Dale Hiles and Jack Lafferty, Sr. A three heat spectacle was planned for the day, ATVs running a shortened course at nine a.m., the Novice bike class at eleven and the main event at one o'clock. The terrain was mostly open deciduous forest with short sections of pine sapling stick farms in second growth areas. Numerous short, sharp elevation changes were characteristic of the overgrown mounds and berms common to the pit. There was a fairly even split between existing and freshly cut trail. Rain during the previous week made for good soil conditions, maximizing traction, keeping dust down, without creating significant water obstacles. Near the end of the loop, just before the barrels was an MX track section, complete with a spectator pleasing double jump. In all, more than 150 riders were entered, in spite of the less than ideal temperature conditions.

The club used a "straddle the front wheel," dead engine start. The start layout provided a fifty yard sprint to the first turn, a wide, left-hander. After another 20 yard straight, a right hander into the woods was complicated with a three foot dirt berm. In earlier heats, ATVs and Novice riders went down in droves as they tackled this obstacle. However, while the main event start was devoid of these crash and burn follies, none of the top contenders fared very well, as AA riders Rich Lafferty and Mike McHale found themselves five or six places back in the pack at the first turn while Hoess showed up late, piloting a new RMX and just made it to the line.

Despite the poor starts and seemingly tight trail that would confound passing, things sorted themselves out quickly. By the end of the first lap Lafferty's KTM250 was barking as he had assumed the lead by a minute or so, followed by Hoess, Larry Petronglo and Mike McHale. Right off the bat, Hoess's RMX was suffering big time rear brake overheating problems. After his first pass through the barrels he pulled off the trail, relinquished the number two slot to CR250 rider Petronglo, and proceeded to bleed his rear brake. During the second trip around the nine mile loop, Lafferty continued to drive



Richard Lafferty got out front and ran off with the race with no problems.



Fred Hoess got to the line late and played catch-up all day, moving to less than a minute away from Lafferty until he ran out of gas on his RMX. He still finished second overall.

scrambles bug seems to have finally bitten hard here in South Jersey. The ringmaster for the day turned out to be home town favorite Richard Lafferty, who continued his early season hares scrambles assault with a "never a doubt" (almost) wire to wire round three victory. A member of the sponsoring Tri-County Sportsmen MC, Lafferty nearly outclassed the field, taking the lead early on, building and holding a gap of several minutes between himself and top challenger Fred Hoess through the first four laps. Hoess did in fact mount a last lap chal-

his KTM hard, building a comfortable lead of several minutes. Hoess managed to regain the second position and tried to stay close to leader Lafferty, despite fighting persistent rear braking failure.

KTM250 mounted McHale made his move on the third lap, getting by the fading Petronglo, assuming third place and making it stick through the fourth lap. The steamy jungle conditions began to take their toll as

Tricounty Sportsmen Hare Scramble Results 19 May 1996		B0-249
<b>Overall</b>		1. Craig Copeland
1. Richard Lafferty	KTM	2. Ed Maniero
2. Fred Hoess	Suz	3. Sean Gaughan
3. Mike McHale	KTM	<b>B250+</b>
4. Larry Petronglo	Hon	1. Dan Sharpless
5. Scott Wolfsberger	Yam	2. Mike Kilduff
<b>A250+</b>		3. Robert King
1. Richard Lafferty		4. Doug Nordberg
2. Fred Hoess		5. Linwood Whildon
3. Mike McHale		<b>C0-249</b>
4. Larry Petronglo		1. Lewis Robbins
<b>A0-249</b>		2. David Staropoli
1. Scott Wolfsberger		3. Ron Coraluzzo
2. M. Dean Spencer		4. Chuck Sayres
Four Stroke (A&B)		5. Michael Murphy
1. Stewart Crouch		<b>C250</b>
2. Gary Cramer		1. Robert Lockhard
3. Rob Hertz		2. Glenn Barsott
<b>Senior</b>		3. Anthony Willis
1. Jerry Lynn		4. Chris Schischkin
2. Norman Billhine		5. Chris Vecchione
3. Rocco Spano		<b>C Open</b>
Super Senior		1. Lance Thompson
1. Jack Lafferty Sr.		2. Jeff Lianeglin
		3. Jeff Rutledge
		4. Mike Errickson





Mike McHale, shredded arms and all, could have easily caught Hoess when Hoess ran out of fuel, but missed the cut-off for the fifth lap.

lap times, less than 25 minutes at the onset, had steadily increased. By the end of the fourth lap, Lafferty and Hoess had built such a lead over the rest of the field that they were the only riders to make the two hour cutoff for a fifth lap. All others, significantly including those chasing Hoess, were stopped after four laps. By this time, Hoess had come to terms with his rear brake and had begun to reel in Lafferty, reducing his lead to less than thirty seconds. Unfortunately, this final charge was to thwarted as Hoess ran out of fuel a couple of miles into the final lap. Seen walking backwards on the trail, he still managed to scrounge some fuel and complete the race. Unfortunately for third place finisher McHale, had he been riding the final lap, he surely would have overtaken the inert Hoess RMX and moved up a slot.

The final results found Richard Lafferty taking the overall, staying in the thick of the series points hunt. Lafferty completed five laps and said afterward that heat played a big factor in the race and that he was, "happy to finish in these conditions." Regarding the last lap and Hoess's ill fate, Richard said, "I could hear someone coming up behind me, so I just tried to wick it to the barrels." Certainly simple words to win by.

Fred Hoess came away with the second overall seeding. Happy with a third overall finish and solid podium effort, it was perhaps a bittersweet race for Mike McHale in light of missing the cutoff for the fifth lap.

Larry Petrongio hung on for a fourth overall finish, while surprising YZ125-mounted Scott Wolfersberger, who is qualified to ride the Senior class, placed fifth overall and tops in the 200cc class. In B class action, Craig Copeland won the 0-249cc class, while Dan Sharpless was top finisher in the 250+cc class. Novice class winners were Lewis Robbins in the 0-249cc displacement class, Robert Lockhard in the 250 class and Lance Thompson in the Open class. □

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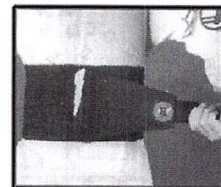
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# BLUESTONE 100

Initial success in a land of above average intelligence chickens.

by Sidney Dickson

**Shohola (the town that sounds like a soft drink), PA 10/1/95**

**G**et the map and look along the northeast border of Pennsylvania, where the New York and New Jersey border comes to Pennsylvania. Go 15 miles northwest and there's Shohola, a little village on the banks of the great Delaware River, near where it breaches the Appalachian mountains forming the Delaware Water Gap. The river is a natural trade route through the hills, where in years past mules pulled vessels loaded with trade goods upland into the frontier, and where rafts of raw material floated downstream to market. A place where competing forces met to barter, to argue and sometimes to massacre.

Today the land seems tame. The hills are those rounded ones of old Appalachia. The steeper parts are covered by recent growth and traversed by the stone walls we're used to seeing in New England, where abandoned farm land has been naturalized. The rolling landscape is domesticated with the finest kind of rural agriculture: old-fashioned farms

where cows, apple trees, horses, corn, pigs, dogs and chickens seem to hold equal sway.

It is here that the Hudson Valley Off Road Riders chose to have their first dual sport ride—a one-day event of 178 miles, 35 percent pavement. I saw it billed in an ad in Trail Rider as "easy and scenic dirt, woods and paved roads surrounding the beautiful upper Delaware River of New York and Pennsylvania ("Pennsylvucky").

Since I am in the process of devising an off-pavement—or mostly off-pavement—route from the Gulf of Mexico to Canada, I was eager to ride this area in search of earthen trails. So I spent a day prepping the XR600, which had languished for several months. The chain was about gone but the sprockets weren't yet sharp. Even for a short ride the air cleaner needed cleaning, a new rear skin—nothing but a Michelin Enduro Comp III would do—and a fresh hit of Golden Spectro 20/50 in the mill gave me the confidence to set out.

Sunday morning in Shohola dawned bleak. A cold, heavy mist sat on the earth; the trees and everything in the truck were cold and wet. I saw all this out the motel window, from a bed I was reluctant to leave.

I knew I had to go and so I suited up and went putt-putting through the fog to the Shohola firehouse start point, where John Rocklin, club president and ride organizer, officiated. There was no tech inspection. At the rider meeting John warned that some of the paper directional arrows set out earlier had already been removed, and so he advised close attention to the route sheet provided by the club.

The lead paragraph of the route sheet read: "Please ride responsibly. This is not a race or an enduro. Go extra slow and quiet around homes and people. Wave and be friendly to all you see out on the course. We plan on expanding this event greatly in the future to include many optional hero sections. Our success in this lies greatly on the impression we leave here today. It is up to you to ensure that you and your motorcycle are street legal. Most of all enjoy the scenery and the ride, and please, do not feed the bears." (John said absolutely nothing about feeding chickens.)

To the credit of all riders, as far as I could see not a loud bike or wild act (in presence of local citizens) occurred.

For some reason, genetics I suppose, I'm

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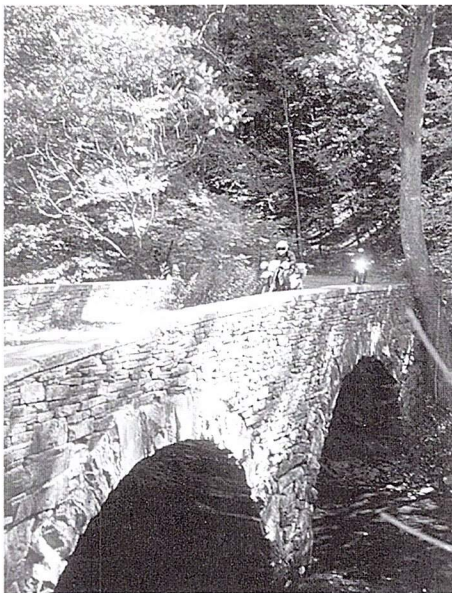
always the last one to leave pit, either for a casual ride or a real race.

Accordingly, about 9:30 a.m. I chugged off in the fog, headed for a relaxing day of following Moose arrows stapled on trees and poles. A mile from the start the first casualty was encountered. A rider from New York with a superclean 1980 Honda XL searched the road for his engine sprocket retainer which had come adrift and fallen off. He suggested when I stopped that he should have used locktite on the retaining bolts. Yep, that's a "must do".

The day cleared beautifully from chilly 50 degree fog to sunny 60's and 70's. The most difficult part of the ride was early on - a sudden downhill shot (out west they'd call it a gulch). There was no going side to side. Angular rocks, flat but from two inches to a foot thick, strewn helter skelter across the two track trail confined by vertical walls. I sat back and cruised through this loose scree wondering how the man on the Motoguzzi with dropped bars and hiway tires would fare.

First gas stop was at Heinle's store, about 33 miles into the ride. At that point I gassed, relaxed, and observed the scene. The first to come along was a woman, bright in her thirties who said she thought our passing through was exciting fun and she apologized that her chickens were in the public road which happened to run right between her house and barn.

Even though this ride took us through many barnyards, I thought I remembered hers and said so. I remarked on a particular black chicken pecking in the yard as I approached—she knew the one I saw. We (the rooster and I) had had a sweet pastoral encounter. I was one of 67 motorcycles he



*An abandoned road, and an elaborate bridge now only carrying off-roaders. Good for us!*

had eluded that afternoon. It must have been a simple matter for that gorgeous glossy biped to sidestep my passing.

The surrounding county is also settled with vacation camps, summer homes and more permanent cottages; even along the dirt road there are homes and people. This is not a place where one can "roost" with gay abandon (chickens excluded).

Towards the end of the day, after a lovely fast sweeping gravel road along the Delaware

River, the route took us up to a remote side hill where we motorcyclists were finally on our own on a fast but dusty two-track trail. It was there that those who had come here as has-been or wannabe hare & hound riders could sort themselves out. I encountered a rider wrestling with a flat rear tire. I always carry a rear tube in my fender bag, so I flopped it out for him. One joy of this kind of riding is to stand by somewhere off in the wilderness watching while a guy with a disabled bike is at once chided and helped by companions glad to demonstrate their expertise, while convincing their hapless friend that without them he would be nothing more than dead meat along the trail.

There's a charming diversity of machinery and talent on these so-called "dual sport" rides. While I bopped along easily on my Honda there were those on BMWs, perhaps not so comfortable but just as cheerful. Then there was that man on the Motoguzzi who rode it with slick road tires and dropped bars. He chose to do the ride on it because that was what he had running at the moment. His BMW R80GS had failed to start that morning. Hats off to him.

This initial "dual sport" ride of the Hudson Valley Off Road Riders was great fun, with adequate yet relaxed organization. The participants must have heeded Rocklin's plea to ride responsibly, because after the event he was approached by local landowners offering additional trails for subsequent rides. What a fine turn of events in these days of land closures!

Look for the Hudson Valley club to repeat this ride next year, and get yourself to Shohola, the town that sounds like a soft drink—and keep an eye out for that clever shiny black rooster. □

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# Shoes, Boots, Underware and Tires.

**A funny combination, we hope.**

by *Charlie Williams*

**G**ot me a job! A metal fabricator, in the never ending quest of searching for the perfect money making Mooch product. In the vast back bowels of my mind I decided to counterfeit some ATK Bike Shoes. You know, those fancy front wheel locks that eliminate tie downs. For the occasional rider, no big deal; but if your bike gets hauled to races a lot it has to be a relief on the springs not to be cinched down so much. My bike has spent weeks tied with clothes line, with the only maintenance a good coating of 30 weight oil, a result of blow by where the head gasket melted out on #3 on that climb out of Guatemala. So I pooled all the money in the Mooch bank account—pretty bleak; you, the American public, has not been buying Mooch stickers and goggle squeegees fast enough, a\*\*holes. I bought a genuine bike shoe and took it over to Fox metals.

If there was a Mooch headquarters, this might be it. Some regard it as a Mooch nest. They weld and bend, shear, twist, cut, grind, drill and rivet all kinds of metal at Fox. If you are ever on the northwest side of Indianapolis and need a lawn mower welded, this is the place.

Another friend gave me a bunch of square tubing. He hadn't told me it was all still in the shape of lawn furniture, so I had a lot of cutting and cleaning before I could even start. So I piddled along cutting and drilling enough pieces to build a dozen bunk bike shoes. Assembly day finally arrived. I may never recover from all the welding burns and I'm still seeing spots. Hours of beating and fitting like an old black smith and finally a finished product. I figured out my time in the project and I only needed to charge 7 times the price that ATK does. Their Bike Shoe is powder coated with little plastic caps, all very finished and professional. Mine, on the other hand, cuts me every time I walk by and requires a 8 pound sledge hammer to operate, and it won't hold paint. Oh well, the genuine ATK Bike Shoe is nice, and it is so cool to load your bike in. My trailer rocks less than it does using straps and it has to be much better for your forks, I give it two thumbs up. Accept no imitations.

**Boots.** Garne. Italian made, the natural tan color. I think they are so cool looking I wear them all the time. With shorts to the

mall, jeans to go line dancing, I never take them off and they have held up well. I guess I rode 2800 miles last year in these boots with only one complaint, they hurt my legs above the ankle. At first you don't notice it but as a deep bruise developed the pain was nagging, even with the corresponding buckles undone they still hurt. I may have over-sized lower calf mussels from my "remove the panty hose just using your toes" exercise, but what am I to do? Stop exercising? Me? No way man!

**Tires.** While at Daytona this spring I ran into my old buddy Cory Johnson, he is the

I had my shirt rolled up over my belly with the word "Pirelli" written on it, upside down of course, with some other famous signatures adorning my stomach.

"Okay, okay! You win cheap tires if you leave me alone!"

"Hey, you know Jeff Fredette? You kinda remind of him."

I got my Scott Summers replica tires mounted. I used Pirelli's heavy duty natural rubber tubes and filled them with flat proof. I was going to Texas, home of the thorn monster.

Louisiana and Texas were not what I would call really tough on tires, nor were they really traction testers, but my friend rode my bike in the Ohio enduro, raved about how well they stuck, and now after 350 miles they are still sharp enough to go racing on and get hundreds of play riding miles on. When we went to Nevada, those bikes

were all equipped with Pirelli dual sport tires and after an accumulated 9500 miles we had no flats and many of the tires were in good enough condition to run another thousand miles. Pretty awesome. When I get some experience with these tires in the mud I'll let you know,

but for longevity, these Pirelli tires really last well and they must hook up or Scott Summers couldn't win on them. Another two thumbs up.

**Underwear!** What am I gonna know about underwear? I don't wear em. Didn't expect that one did you? No, those little Kevlar glove liners, they call them Underware. Boy they work great. At Ocala I developed a blister and for the Alligator I borrowed a pair of Underware gloves and

the blister never hurt and did not get any worse. How do it work? Can you make a whole suit? They offer gloves and fingerless gloves but the fingerless tend to roll up at the knuckles. They don't take up much room under your riding gloves, but be sure your gloves are big enough for the extra material. These are a must-have item for any long distance riders. I don't usually wear them play riding but when racing I will always wear them. Clipper always wears them, and he has hands like a girl. Don't ask me how I know. I wish they could at least make me some little shorts. Kevlar bikini shorts? Who am I kidding. Two more up-turned thumbs. □



National Sales Director for Pirelli tires. This is quite a title for someone I can remember was a Chippendale dancer. He said he was dancing his way through college. I guess he did but since when does the National Sales Director have to drive a truck? A great big truck? Full of tires, selling them off the tail gate, just like the flea market. He was quoting totally kind prices, I gave him this pitch:

"How about every time I can get the word Pirelli in the magazine you give me a set of tires?"

"No." Cory said.

"How about cheaper?"

"Sure, now leave."

"I'll change my dog's name to Pirelli."



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# GREEN MARBLE ENDURO

A perfect riding weekend, and a perfect ride for Richard Lafferty

by Mark Uth

Whiteford, MD 6/2

The Green Marble Enduro Riders played host, this past June, for the sixteenth annual running of their like-named enduro. In what turned out to be an absolutely perfect weekend for motorcycling, Richard Lafferty shredded the Susquehanna loam, piloting his KTM 250 to a hard fought overall victory. Richard kept his head and turned in a mistake-free ride on the day. It seems that Richard and Virginian Mark Spence have been squaring off for the ECEA Enduro Series points lead throughout the season, trading overall victories at rounds six (Broad Mountain) and seven. This latest skirmish found Lafferty earning his third overall win



*What story on Green Marble would be complete without someone taking an unexpected bath? Try the line to the right, guys.*

of the 1996 season, reclaiming the series points lead (at least until next round) from Manassas Honda CR250-mounted Spence.

Not to say that this was a three-way battle by any means. The weekend's turnout included a healthy field of local AA and surging A class riders that also included Kevin Bennett, Mike McHale, Craig Shenigo, Dale Hiles, Marc Grossman, Craig Cossaboon, Frank Vanaman, Joel Dengler, Hank Stankiewicz, Michael Moore and Bill Atkinson.

Run from the Orchard Campground in Whiteford, Maryland, more than 300 riders swarmed the event, not in the least due to the exceptional weekend weather. Perhaps one of the finest start sites on the east coast, beautiful conditions prevailed all

weekend long, with cloudless sunny skies, low humidity, and light winds. Daytime highs were near 80 while key time found a morning low of around 60 degrees. Overnights reported a full moon on Friday and Saturday evening, perhaps bolstering the rider turnout.

The Green Marble course offered a unique combination of terrain not found in other series events.

Technoid trail cut through tracts of private land encompasses the full gamut of enduro obstacles, including off-camber hill-sides, slick root-infested climbs and drop offs, and mild rockiness through dense undergrowth. For the most part, hillsides and high grounds were dry and tacky through open deciduous woods, while the bottom lands provided intermittent snotty conditions, sporadic rockiness, thick jungle-like vegetation and frequent water crossings. Club journeyman Paul Anderson commented that the trail conditions were so



*Jack Lafferty Jr. put another notch on his belt at Green Marble, as if he needed it, right? Still, it's a tight race for ECEA Champion this year.*

good that the club worried that the abnormally tacky soil conditions would be negotiated at considerably higher speeds, increasing the risk of injuries. Fortunately, this fear proved unfulfilled.

Trail Boss Joe Epperson had laid out a short, two-loop course with midday gas located back at the campground. The day would cover around 70 ground miles, 40 run in the morning loop and 30 in the afternoon. All told, five special tests were planned with six points taking checks, three each in the morning and afternoon loops.

The first section began right out of the start control with nearly eight miles of tight technical trail, run up and down the sharp ridges and valleys south of the campground along the Susquehanna River. Starting with an 18 mph speed average, this was bumped to 24 mph about halfway through the section. Two checks were found within, the first a secret, the final an emergency. Most top riders scooted in to zero the first check, the notable exceptions being Bennett and McHale. All top riders dropped one at the final check-out, Spence and Jack Jr. just missing the flip of the card by seven and eleven seconds, respectively.

Road and trail connectors brought riders to the next special test, GMER's White Oak section. A fairly short piece with a 24 MPH speed average was run through slick bottom lands and sand-



*Craig Shenigo of B&B knifes through a loamy spot in the Maryland woods. Shenigo finished fifth double-A.*





Look at that trail! Wouldn't it be a ball to just ride it? Hey! there's no law that says you have to keep time.

wicked by checks, the check-out again being an emergency check. Kevin Bennett and Richard Lafferty each shaved a point here, posting the day's best twos, while the rest of the field competing for the overall dropped three. Bennett's 2-137 was a section best, while Richard's 2-149 just beat



Mark Spence dog paddles his way across the river. He finished third overall, behind the Lafferty Bros.

the clock by a single tick. Conversely, Jack Jr. sadly missed the flip by a single second, posting a 3-151. This ultimately cost him the overall.

Timekeeping trail and blacktop got riders back to the campground for refueling and a 30 minute break. Standings at the halfway point found Richard Lafferty leading with the only three card. A stampede of four point scores were close on his heels, however, including brother Jack Jr., who lead the emergency points battle at this juncture.

The second loop reset odos to zero, and started with nearly ten miles of road con-

nectors, eventually leading to the check-in to the Broad Creek section. This points-taker included a formidable creek crossing less than a mile into the section that, despite a fairly low water levels, still managed to drown out a handful of riders. The test was only four-plus miles long but spent most of that time winding through greasy bottom lands packed with roots, rocks and numerous lesser creek crossings, some of which became rutted and plenty treacherous. At the secret check-out no one made up any ground, as all top contenders dropped a three. After a couple miles of blacktop connector, riders got dumped back into the woods for what turned out to be another short points-taking section. Devoid of a check-in, riders cruised through mildly rocky low lands run at 24 mph to a secret check-out and reset located at mile 24. Again, all the entire go-fast crew posted

identical two point scores.

Final section, a five mile push to the KC was run at 24 MPH. Similar to the day's opening test, the course made use of trail wound up and down short sharp hills south of the campground. The test was preceded by a check-in and caused a universal point loss at the KC. Here, a handful of riders posted threes, including Richard, Jack Jr., Spence, Bennett and Frank Vanaman, while most others carded four. Richard avoided a bobble all afternoon long, going point for point to maintain his midday lead and earned the overall victory, finishing with an 11/199 card. Jack Jr. placed second overall, never able to overcome the morning's bad luck, and actually posting the best emergency points score on the day with a 12/192 score. Spence tied Richard on E-points, but dropped an extra point at check six, finishing with a 12/199 to fill the num-

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ber three slot.

Kevin Bennett, aboard his bike-du-jour, a Husaberg, was never able to make up the extra point he dropped at check number two, finishing with a 12/220 on the day and fourth overall seeding. Rounding out the top five overall was KTM mounted Frank Vanaman who also posted a twelve, finishing with 243 emergency points. A250 class rider Michael Moore came out of semi-retirement to ride a Yamaha to sixth overall seeding with a 13-242 score and was awarded the High Point A trophy for his effort. Runner-up to the HPA was thumper pilot Bill Atkinson who finished with a 13-258.

In B class action, Steve Anderson ran away with the High Point B title, posting a 18-406 card. B class runner-ups, each dropping 21 on the day were CR250-mounted Tom Johnson and Vet class rider John Ross. Novice class action found Robert McNeel carding a 28 for the High Point C trophy, squeezing by runner-ups Jim Rink and Wade Johnson, who finished with 29s.

The awards ceremony began in late afternoon as GMER officials thanked those who attended, as well as club members, friends and family for a great day riding. Joe Epperson handed out characteristic marble plaques, plenty of contingencies and kudos to all top finishers. The post race blotter revealed no race day problems with any of the sanctioning or permit-issuing organizations nor any serious injuries to any participants. However, our post race conversation with club president Greg Rolf alarmingly revealed that club members from a

neighboring club had been invading GMER's turf and riding the course in the off-season. Not only were they risking continued access to the private lands that GMER uses for the run, but they were actually trying to pass themselves off as GMER members to boot. Rolf's comment, although unprintable,

essentially amounted to "this has to stop." With all of the problems associated with successfully cajoling and placating the gracious landowners needed for the run, we couldn't agree more. Take note, the Green Marble Enduro is just too much fun to risk over a couple of extra weekends riding. □

#### 1996 Green Marble Enduro

Richard Lafferty KTM 11

**Grand Champion**

Michael Moore Yam 13

**High Point A**

Steve Anderson 18

**High Point B**

Robert McNeel 28

**High Point C**

**AA**

1. Jack Lafferty, Jr. KTM 12

2. Mark Spence Hon 12

3. Kevin Bennett Hbg 12

4. Frank Vanaman KTM 12

5. Craig Shenigo Yam 13

**A125**

1. Ellis Tomlin Yam 20

2. Ken Long 23

3. M. Dean Spencer Hon 25

4. Eric Pirie Hon 25

5. Greg Davies Yam 27

**A200**

1. Robbie Mohn Kaw 16

2. Scott Ober Kaw 19

3. Ron Lucas Kaw 20

4. Ed Hamilton Kaw 22

5. Jeff Moyer Kaw 25

**A250**

1. Larry Poplin Suz 15

2. Mike Arendasky Gas 15

3. Rob Aldakimov Hon 22

4. James Wright Suz 22

5. Brian Russell 22

**A Open**

1. Rich Moyer ATK 18

2. Byron Culberston Hon 20

3. Dean Spencer KTM 22

4. Tom Folkl Mai 23

5. James Landvater KTM 25

**A Veteran**

1. Brian Blanchard Suz 15

2. Bip Günselman Yam 20

3. Jim McCommon KTM 23

4. Steve Reed 24

5. John Walter Suz 25

**A Four Stroke**

1. Bill Atkinson Hon 3

2. Vernon Wood Hon 23

3. Mark Hummel Hon 24

4. Erik Nijkamp Hon 24

5. Darren Russel 24

**A Senior**

1. Terry Tucker Kaw 16

2. Edwin Queitzsch KTM 19

3. Bruce Dengler 21

4. Jerry Lynn Yam 25

5. Calvin Smith 25

**A Super Senior**

1. Charlie Stapleford KTM 26

2. Bruce Triplett Kaw 27

3. Jack Lafferty, Sr. KTM 30

4. Jack Schwarz Kaw 32

5. Ralph Wilkerson 39

**B125**

1. Dan Compton Kaw 27

2. Craig Copeland CRE 30

3. John Wernsdorfer 33

4. Nick Sotiropoulos 35

5. Eric Hanna 41

**B200**

1. Todd Lockard Kaw 29

2. John Lambert Kaw 30

3. David Moorehouse Kaw 31

4. Jim Shainlim Kaw 33

5. David Nash Kaw 36

**B250**

1. Tom Johnson Hon 21

2. Bob Solomon KTM 24

3. John Parkinson Kaw 28

4. Glenn Eggert 28

5. Dan Moody Suz 29

**B Open**

1. Steve Guers KTM 22

2. James Reber Kaw 29

3. Joe Galie, Jr. KTM 35

4. Eric Hartem Hon 41

5. Art Willenbrock 41

**B Vet**

1. John Ross 21

2. Dave Mealing 22

3. John Robbins Hon 24

4. Tim Kohl Suz 26

5. Mike Bianco Yam 28

**B Senior**

1. Mike Pratola Suz 33

2. Jack Lewis KTM 36

3. Mark Trowbridge KTM 39

4. Brent Bush Kaw 41

5. Ron Callahan 42

**B Super Senior**

1. Pete Wright Kaw 45

2. Dave Verdetto 53

3. Karl Larus Hon 67

4. Jim Stibitz 163

**B Four Stroke**

1. Robert Barr Hon 30

2. Ken Zabroski Hon 33

3. Allen Wolfe Hon 35

4. Jerry Dilks Hon 40

5. Danny Chavis Hon 42

**C200**

1. Brian Bolyard 31

2. Jeff Potts 42

3. Doug McCabe 48

4. George Jensen 52

5. Tim Swarner 55

**C250**

1. Charlie Bays 36

2. Patrick Johnson 41

3. Todd Martin 45

4. Jim McCullough 55

5. James Howard 55

**C Open**

1. Jim Rink 29

2. Mike Bailey 30

3. Jason Poust 33

4. Joseph Grieff 46

5. Troy Bauer 47

**C Vet**

1. Wade Johnson 29

2. Q. Osterman 42

3. Danald Vavalla 50

4. Rod White 56

5. Dennis Wilson 57

**C Four Stroke**

1. Troy Coopersmith 38

2. David Smiley 53

3. Rob Trout 55

4. Mark Ulinsky 66

5. Harvey Smiley 66



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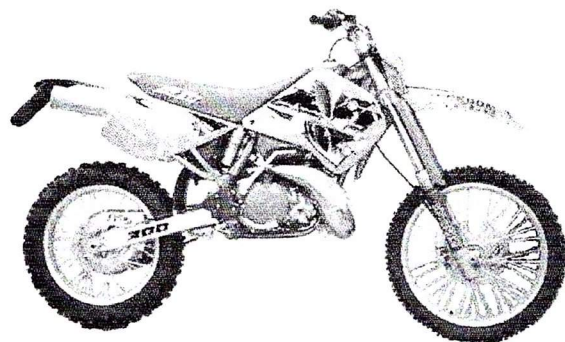
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# New England Championship

Everyone lines up behind Kemp in Connecticut's classic enduro

by Paul Clipper, photos by Jay Chittenden

Somers, CT 6/9

**P**rior to the New England Championship enduro, Kemp Stewart faced the dilemma the confronts every new 40-year old: do I enter the Senior class, or stick with the 250 class and concentrate on the overall? For Kemp it was a real problem, since he was the NETRA enduro champion of 1993, and is always a contender for top finishes. But then again, he was officially over the hill this year; could he still cut it with the young kids out there?

It turned out not to be an issue. Kemp



Joe McLaughlin finished first in the B Bantam class by staying up in the air and out of the rocks!

entered the 250 class as usual, on his '96 Husky 250 prepped by Valley Motorsports, and then led the points chase from halfway through the day, capitalizing on every mistake made by his competitors. At the finish only two points difference separated the top seven riders, and Kemp once again demonstrated that old age and craftiness every now and then does triumph over youth and good looks.

The enduro started out of the Four Town Fairgrounds in Somers, Connecticut, and immediately hopped into the tight, rocky woods. It was a short four-mile-plus section, but impossible at the 24 mph average on the route sheet. This section, held on a local farm close by the fairgrounds, was new last year, and improved upon and tightened up this year. The trail crosses back and forth between grass track style racing in old pasture land and typical open New England woods, and the usual NETRA fireballs jumped out into the points lead.

James Kelly (Hus) was the fastest rider through the section, with a 3:52. Kelly is

always a threat at a NETRA enduro, and has won overall in the past, so the pressure was on—but it was short-lived. The second checkpoint was easily zeroable, especially with such a fast time through the first section, but somehow Kelly fell back and ended up dropping a point, while a large handful of riders—including Stewart—carded zeroes. Darrell Szlachetka (Kaw) came very close to beating Kelly's score through the first section, himself carding a 3:55. Darrell then kept it together through the second and third checks (both zeroes), and became the man to beat at that point.

Stewart, meanwhile had completed the first section in a respectable 4:11, while Paul Milliken (KTM) also beat him with a 4:10. Both riders zeroed the next two checks without a problem.

The fourth check was a sneaky one, and something you don't see too often in New England events. It was a tiebreaker check, but easily zeroable, which always presents a problem of choice for the riders: Do you rush into it and hope the next section is tough enough to eat up the extra seconds you'll card, or do you play it safe and peg-walk to the 30 second mark and "zero-zero" the check? A senior rider like Stewart has played this game many times before, and he wisely chose the safe route this time, walking the bike in to a perfect :30. Szlachetka decided to hurry in, and carded a 0:10, while Milliken

hit it at :20. Kelly had trouble in the section and went over his minute before the check, effectively ending his bid for the overall. At this time, at the fourth check, Szlachetka still had the lead, although he had piled up more emergency points than Stewart, which would be his undoing in the end.

The fifth check was a one-pointer for most of the top riders, although Milliken stum-



Kemp Stewart, past champion of NETRA and second place innumerable times, took his first overall of the season at the New England Championship.

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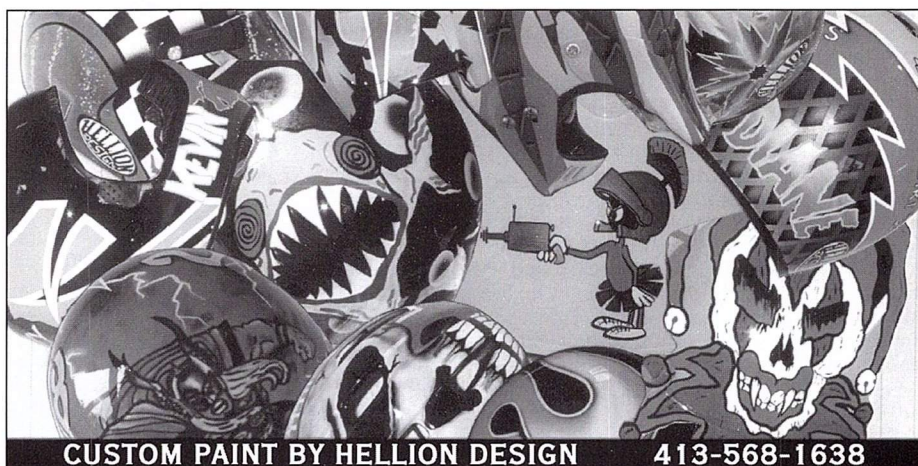


bled and dropped two in the check, and that moved him off the leader's pace. Szlachetka was carrying four points to Stewart's five, and everyone else had six or better. But the ride wasn't over.

It looked like the turning point was happening at the eighth check, where Stewart dropped a single point and Szlachetka lost concentration and scored a two, but then at the following check Stewart was running out of steam and scored a three, while Szlachetka held on for another two. Szlachetka was still beating Stewart by a point, and it looked as if he'd hold it all the way to the finish.

It never pays to count chickens early, though. The next point-taking check was 11, with each rider dropping a point, and then a race to the finish ensued. By the final check-out, Stewart uncorked it and scored a two point loss, while Szlachetka couldn't do better than three, which tied them up 12-all,

<b>New England</b>		
<b>Championship Enduro</b>		
Kemp Stewart	12	
<b>Overall Hi-Point</b>		
Darrell Szlachetka	12	
<b>A Hi-Point:</b>		
Gary Szlachetka	25	
<b>B Hi-Point:</b>		
Alan Ross	27	
<b>C Hi-Point</b>		
<b>A Bantam</b>		
1) Kevin Howley	KTM 23	
2) Peter Tanner	CRE	
24		
3) Steve Antoniou	Kaw 27	
4) Keith Honda	Kaw 34	
5) Luke McNeil	KTM 46	
<b>CK 11</b>		
<b>A Light</b>		
1) Paul Milliken	KTM 13	
2) Jerry Madore	Suz 13	
3) Bob White	14	
4) Rick Claxton	Hon 14	
5) James Kelly	Hus 16	
<b>A Heavy</b>		
1) Mike Slechts	Hon 27	
2) Bill Sironen	KTM 31	
3) Mike Zahansky	KTM 31	
4) Dave Carlson	Hon 34	
<b>A Veteran</b>		
1) Max Parkes	KTM 20	
2) Geoff Wurllitzer	Hus 24	
3) Fred Goldberg	Hon 28	
4) Ed Bishop	Kaw 30	
5) David Kelley	KTM 35	
<b>A Senior</b>		
1) Duncan Broatch	KTM 27	
2) Roger Rodrigue	KTM 30	
3) Bill Johnson	Hon 35	
4) Jim Stoddard	KTM 37	
5) Jeff Proctor	KTM 42	
<b>A 4-Stroke</b>		
1) Jim Mitchell	Hon 14	
2) Bill Drummey	Hon 16	
3) Rich Seymour	Hon 34	
4) Brian Barnes	Hon 36	
<b>B Bantam</b>		
1) Joe McLaughlin	36	
2) Emory Allaire	KTM 44	
3) Jean-Claude Zwick	47	
4) Jeff Black	56	
5) Eric Daske	89	
<b>B Light</b>		
1) Kevin Knott	Suz 34	
2) James Cooney	Suz 34	
3) Glenn Arnold	Suz 41	
4) Glenn Giumarra	Hus 41	
5) Steve Fastert	Suz 46	
<b>B Heavy</b>		
1) Michael Sigety	KTM 38	
2) Mike Nash	KTM 41	
3) Thomas Hardy	Hus 48	
4) Art Pepin	KTM 49	
5) Dave Gasper	Hon 62	
<b>B Veteran</b>		
1) Dean Olsen	Kaw 31	
2) Jeffrey Cote	KTM 36	
3) Bruce Rocha	Suz 38	
4) Bob Edwards	KTM 40	
5) Brooks Saunders	KTM 44	
<b>B Senior</b>		
1) Glen Gifford	Suz 37	
2) Bob Kamay	Kaw 39	
3) Dave Mathisen	Hus 49	
4) Alan Walker	Hon 53	
5) Russ MacIntyre	Kaw 60	
<b>B 4-Stroke</b>		
1) Ken Zabroski	Hon 35	
2) Justin Lis	Hus 36	
3) Stan Poplasky	Hon 40	
4) Mike Chop	Hon 45	
5) Kevin Jordan	Hon 49	
<b>C Bantam</b>		
1) Ken Bessette	Kaw 32	
2) Cory Borovicka	Hus 35	
3) Mark Beauregard	KTM 36	
4) Gary Vanvoorhis	Kaw 41	
5) Alan Huot	Kaw 41	
<b>C Light</b>		
1) Doug Douchette	Kaw 31	
2) Eric Degray	Kaw 34	
3) John Disimone	ATK 42	
4) David Zabrowski	Yam 60	
5) Craig Willis	Suz 71	
<b>C Heavy</b>		
1) Pete Dobrowolski	28	
2) D. Wernersbach	KTM 40	
3) Brandon Lee	44	
4) Chirs Bolton	KTM 55	
5) Erik Jaryas	Hus 64	
<b>C Veteran</b>		
1) Bob Foster	Hon 27	
2) Thomas Hall	Kaw 35	
3) Bill Talbot	Kaw 41	
4) Chris Tsokalas	KTM 46	
5) Mike Ceravola	Kaw 48	
<b>C Senior</b>		
1) John Corliss	KTM 44	
2) Greg Widden	CRE 45	
3) Paul Silansky	Kaw 45	
4) Jerome Ryan	54	
5) Glenn Huot	KTM 67	
<b>C 4-Stroke</b>		
1) Ken Senerjian	Hus 32	
2) Mike Kaminski	Hus 36	
3) Steve Nogas	Suz 37	
4) Doug Morrison	41	
5) Brian OShea	Hon 42	
<b>Super Senior</b>		
1) Gordon Razee	Hon 23	
2) Keith Goodell	CRE 27	
3) Roger Niemec	KTM 29	
4) Tom Farley	CRE 42	
5) Curtis McCann	Kaw 48	
<b>Women</b>		
1) Sherry Landry	Kaw 43	
2) Karen Whittier	Kaw 57	
3) Heidi Landon	Kaw ck4	
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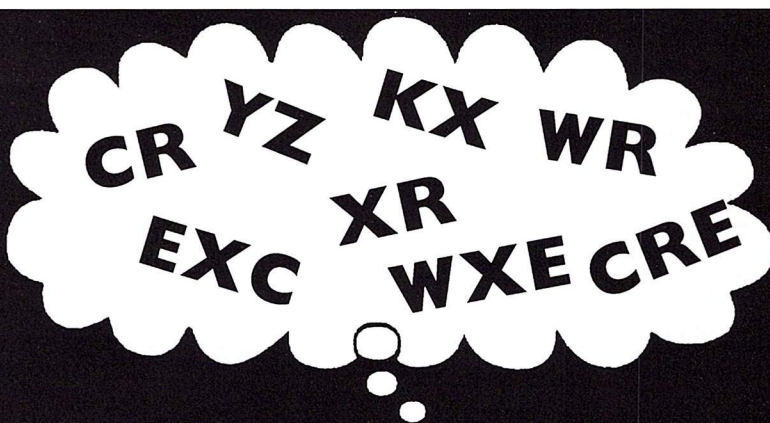


and gave the overall nod to Stewart, thanks to his good judgment at the second—and last—tiebreaker check.

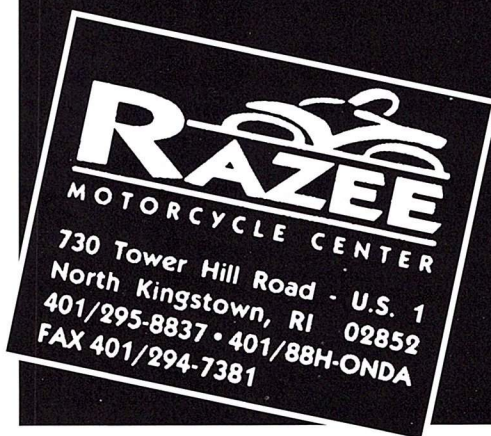
Third overall was taken by Paul Milliken, past NETRA Grand Champion, and fourth overall went to Jerry Madore, who has been finishing consistently high in the standings this year. Both carded 13 scores. Jim Mitchell rode his XR400 to fifth overall and first in the A Four Stroke class, and CRE rider Bob White was sixth overall and third in the A Lightweight class (Madore was second, and Milliken was first). Rick Claxton and James Kelly finished seventh and eighth overall, on a Honda and a Husky, respectively, as well as fourth and fifth in the A Light class. Bill Drummey was the second four-stroke rider in, with a 16-point score on his Honda, and ninth overall, and Max Parkes rounded out the top ten with a first in the A Veteran class.

For all his effort—and his good score—Darrell Szlachetka was awarded the High Point A trophy. In a first for NETRA enduro racing, Darrell's brother Gary Szlachetka took the High Point B trophy with a 25 point score. This is the first time two brothers with such hard to spell, and impossible to pronounce, names have taken two of the top spots on the podium. Alan Ross was the winner of the High Point C award, with a 27 point score on a shortened course.

All in all it was a perfect weekend for the New England Championship, with clear weather and warm temperatures. Without cold, mud and ice to battle expect the NETRA regulars to start flexing their muscles and enjoying the riding for a change. □



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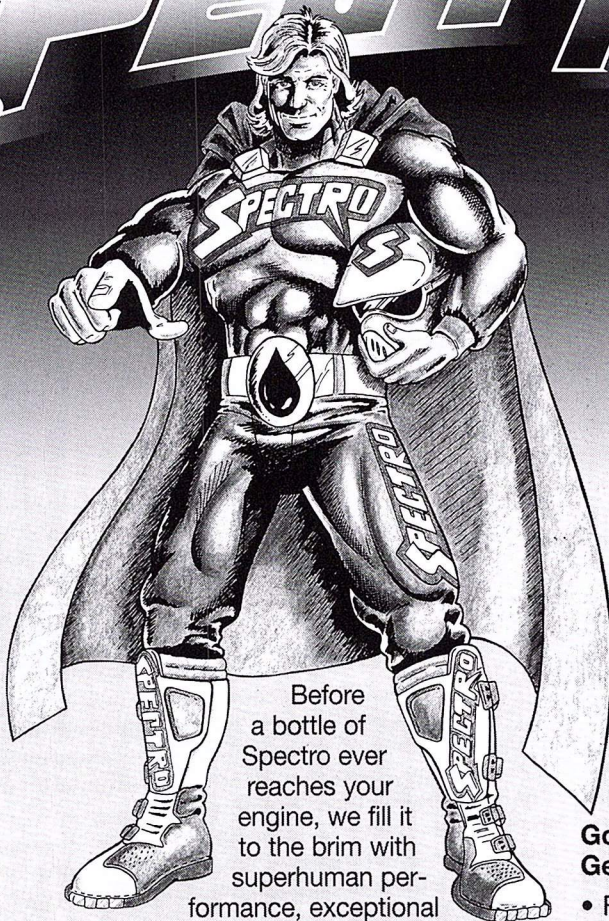
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# DAM GOOD

Josh McLevy takes his first NETRA overall win!

By Cheri Alix, photos by Jay Chittenden

Thomaston Dam, CT 6/16

With four weeks between events and no conflict with the National at Southwick, you would think we would have the usual record crowd at the Dam. Not this year. It was actually a small turnout with just under 350 riders. That's not a small crowd, but with the normal turnout for this event being around 500, it wasn't what everyone expected. Those who didn't attend the event missed a good ride. The course was longer than usual with a few miles of the Junior Enduro course added to make a 10-mile track. The rock garden was also added back but only for the Expert/Amateur event. The Novices and Juniors got to take a shorter route around the section.

The conditions were quite dry this year.



Sally Haber, caught in a rather stylish leap. Sally took second place Women behind Sherry Landry.

The river was still running but the mudholes were just tack, with no standing water. The rest of the track was dry and dusty. It's starting to look like another dusty race season.

The Junior event got under way at 9:00 sharp. The race would run for two laps with lap times running thirty minutes. An all-out battle is starting to develop in the Junior class with four riders all showing potential in taking the year end championship. Brian Lawson took the early lead holding off Jessie Berthiaume on the first lap. Berthiaume slid back on the second lap and ran into a three way battle with Drew Carpenter and Eric Rougeau. Lawson took the checkered flag with a thirty second lead over Carpenter, who finished only seconds ahead of Rougeau and Berthiaume. In the Mini class, Yamaha rider Mike Peristere had some serious competition from Nathan Kanney. Peristere won his class but only seven seconds ahead of second place Kanney. In the Women's class, Sherry Landry and Diane Comalli returned to racing after a short absence. Landry showed



P.J. Peculis, showing the view he would like everyone to have of him. He finished low at Dam Good.

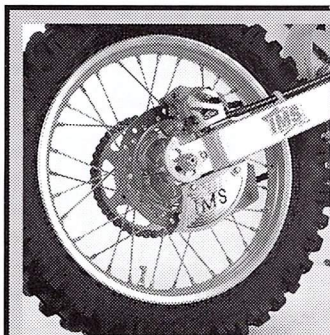


Josh McLevy has been dogging Tommy Norton and anyone else in the lead all season, and has finally broken clean and taken his own win. Great job!

her old form by taking the class win with six minutes over second place Sally Haber. Comalli finished third for the day.

The Novice event ran three laps, for a total of thirty miles. Taking the early lead was Jason Stella on his Yamaha 250. Stella held the lead for the entire event, finishing over three minutes ahead of second place Daniel Nelson.

By the time the Expert event got underway, it was hot, dry and dusty. A few familiar faces were missing from the front row. The usual 14 to 15 riders were down to only 10 riders with the favorites to win being Ronnie's Cycle/Moose/Factory Connection's Todd Levesque and Manchester Honda's Josh McLevy. When the flag went up it was McLevy getting his usual holeshot. Coming



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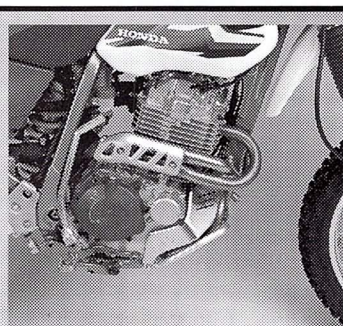
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John Dunn was the winner of the A Four Stroke class at Dam Good., the only Husky thumper in the class that day.

out right behind him was Wes Clarke, Levesque, Dave Gunn, Randy McCann, Steve Formanek and Brian Tucker. McLevy got to break away from the pack not one mile into the race. After the riders passed the first road crossing, Clarke let Levesque pass. Levesque hit something not ten feet later, stopping short. Clarke then slammed

<b>Dam Good Hare Scramble</b>			2. Salley Haber	Kaw	3. Gary Cheney	Yam	<b>Expert 250</b>	
<b>Class Results</b>			3. Diane Comalli	Kaw	<b>Novice Vet</b>		1. Arthur Menzel	Kaw
Josh Mclevy	Hon		<b>Novice 250</b>		1. Craig Pratt	Suz	2. Harry Grant	Yam
<b>Overall Champion</b>			1. Jason Stella	Hon	2. Michael Knight	Hon	3. Shawn Mason	Hon
Ken Valentine	KTM		2. Daniel Nelson	Hon	3. Patrick Armstrong	CRE	4. Rory Eastman	Hon
<b>A Overall</b>			3. Greg Wabuda	Yam	4. Dana Demetrius	Yam	<b>Expert 200</b>	
Kevin Knott	Suz		4. Glen Larocque	Suz	<b>Amateur 250</b>		1. Paul Blanquart	Yam
<b>B Overall</b>			5. Ronald Burr	Yam	1. Kevin Knott	Suz	2. Ken Law	Yam
Jason Stella	Hon		<b>Novice 200</b>		2. Brian O'Neil	Suz	3. Justin Spinney	Yam
<b>C Overall</b>			1. Mike Poisson	Kaw	3. James Cooney	Suz	4. Brian Barnes	Kaw
<b>AA</b>			2. Jason Barrett	Kaw	4. Bruce Yuill	Yam	5. Brett Costello	Yam
1. Josh McLevy	Hon		3. James Maguire	Kaw	5. Chris Tooker	Yam	<b>Expert Vet</b>	
2. Todd Levesque	Yam		4. Bud Joachin	Kaw	<b>Amateur 200</b>		1. Lee Pelletier	Suz
3. Randy McCann	Kaw		5. Richard Merrill	Kaw	1. Neil Dennett	Yam	2. Peter Antinarelli	Hon
4. Wes Clarke	Hon		<b>Novice 125</b>		2. Matt Jalbert	Yam	<b>Expert Open</b>	
5. Bubba Crispin	Suz		1. Ronald Daniels	Hon	3. Lionel Asselin	Hon	1. Ken Valentine	KTM
<b>Junior</b>			2. William Gray	Kaw	4. Josh Hackett	Hon	2. Mark Burdick	KTM
1. Brian Lawson	Yam		3. Joe Sullivan	Hon	5. Bob Santheson	Hon	3. Dave Simcock	Hon
2. Drew Carpenter	Yam		4. Todd Santheson	Suz	<b>Amateur Vet</b>		4. Douglas McKinnon	
3. Eric Rougeau	Yam		<b>Novice Four Stroke</b>		1. Harold Bowen	Kaw	5. Roger Billharz	KTM
4. Jessie Berthiaume	Kaw		1. Mike Karinskei	Hus	<b>Amateur Open</b>		<b>Expert Four Stroke</b>	
5. Jonathan Choquette	Hon		2. John Merola	KTM	1. Steve Shepard	KTM	1. John Dunn	Hus
<b>Mini</b>			3. Tom McCurdy	Yam	2. Dan Salone	KTM	<b>Expert Senior</b>	
1. Mike Peristere	Yam		<b>Novice Open</b>		<b>Amateur Four Stroke</b>		1. Jerry Randall	CRE
2. Nathan Kanney	Yam		1. Sean O'Donovan	Hon	1. Christopher Cromer	Hon	<b>Super Senior</b>	
3. Brian Wozniak	Yam		2. James Cordeiro	Hon	2. Robert White	Kaw	1. Jim Simone	Hon
4. Robert Rome	Kaw		<b>Novice Senior</b>		3. Gus Bender	Hon	2. Bruce Wilcox	Suz
<b>Women</b>			1. Chris Fahan	Hon	<b>Amateur Senior</b>			
1. Sherry Landry	Kaw		2. Douglas Stroh, Sr.	Yam	1. Larry Piers	Suz		

into his back end and both riders went down. Gunn avoided the crash taking over second. McCann wasn't so fortunate and slid into Levesque's bike as he was trying to pick it up. The crash broke McCann's clutch cable which his pit crew later tied together with safety wire.

The pile up gave AXO/Pirelli/Scott/Tech Tubes/Link-sponsored McLevy the break-away he needed. By the end of the first lap, he had almost a one minute lead over second place Gunn. Back another thirty seconds in third place was Levesque followed by Clarke and PJ Peculis. Moving up into the top 10 on the first lap were 250 Expert riders Arthur Menzel and Harry Grant. Ken Valentine was also on the move, working his way into the top five.


With the long laps and the pit being so far from the barrels, many riders stopped for gas after the second lap. McLevy, who now had over a minute and thirty seconds lead, continued through, pushing for an extra lap before stopping. Gunn, who was still in second place with twenty seconds over Levesque, also continued for a third lap. Levesque, however, stopped to pit, getting out just seconds before Clarke came around. Clarke also stopped but was passed by Peculis. Peculis lost his hold onto fourth place just 200 yards from the pits on the next lap when he ran out of gas. He managed to push his bike to

the pits and only lose five positions before getting back out.

The third lap seemed to be the turning point for many riders. Midtown Kawasaki's McCann was the first to make an emergency pit. His earlier crash broke his clutch cable and his pit crew had to mickey mouse it back on with safety wire. Gunn, who was having one of his best rides, locked up his engine not half way into the third lap. Gunn had changed his jetting earlier in the day but it was too lean and his motor seized solid. Flat tires were also becoming a thing of the day. Steve Formanek and Brian Tucker were both running in the top 10 when they got flat rears. Tucker was able to continue but just couldn't break back into the top 10 by the end of the day.

With all the mechanical problems, positions were changing quickly. The track was also getting beat in and the conditions were starting to play a factor. The once rideable trail was now becoming completely whooped out and dusty. Some sections were blinding. The pace of the leader was starting to slow. McLevy's pit crew knew that the heat and dust were going to take its toll on their rider. With a two minute lead over second place Levesque, they had enough time to hold McLevy in the pits for 30 seconds to give him a break. Levesque, however, wasn't slowing up and he was slowly eating into McLevy's lead. Within two miles, Levesque had taken 15 seconds off the lead. He worked away at McLevy, but there just wasn't enough race left.

After two and a half hours of racing, McLevy was able to hold on, taking his first NETRA win with over a one and a half minute lead. Levesque took second place, giving him a solid lead in the NETRA year end points standing. McCann, Clarke, Valentine and Crispin hung it out together for the last lap. There wasn't five seconds between the four riders as they jumped the final road crossing. McCann physically crossed the finish line in third overall but with adjusted time it was Expert Open class rider Kenny Valentine taking third place. Arthur Menzel and Harry Grant, both in the Expert 250 class, stayed in the top ten all day, taking seventh and eighth only seconds apart. □



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90/100X14.....26.14  
90/100X16.....27.41  
100/100X18.....37.94  
110/100X18.....47.96  
120/100X18.....52.43  
100/90X19.....51.51  
110/90X19.....60.40  
D737 I/T  
REAR  
100/100X18.....56.88  
110/100X18.....59.60  
100/90X19.....59.60  
110/90X19.....66.03  
K695 Interm. Terr.  
REAR  
80/100X12.....19.77  
90/100X14.....28.29  
100/100X18.....52.65  
110/100X18.....58.12  
120/100X18.....60.76  
100/90X19.....56.63  
110/90X19.....62.36  
120/90X19.....67.03  
D707 H/T  
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100/90X19.....56.63  
110/90X19.....60.76  
120/90X19.....65.31

**REAR**  
120/90X18.....64.32  
130/80X18.....64.85  
140/80X18.....71.44  
120/80X19.....65.61  
130/70X19.....66.61  
MP 11/10 INTER.  
FRONT  
90/90X21 .....56.72  
REAR  
120/90X18.....64.32  
120/80X19.....65.61  
130/70X19.....66.61  
AP 11/10 HARD  
FRONT  
90/90X21 .....61.16  
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120/90X18.....65.85  
140/80X18.....71.44  
120/80X19.....67.19  
ENDURO  
FRONT  
90/90X21 .....58.43  
REAR  
120/90X18.....67.56  
140/80X18.....75.12  
DESERT  
FRONT  
90/90X21 .....65.20  
REAR  
140/90X17 .....97.01  
140/90X18.....95.08

**SAHARA 3 ENDURO**

**FRONT**  
90/90X21 .....102.07  
REAR  
130/80X17 .....118.07  
4.00X18 .....118.25  
120/80X18 .....122.61  
ENDURO 4  
FRONT  
110/80X19 .....104.32  
90/90X21 .....102.45  
REAR  
120/90X17 .....109.59  
130/80X17 .....126.71  
140/80X17 .....132.93  
150/70X17 .....132.93  
120/80X18 .....115.75  
MCE 90% DIRT 10% ROAD  
FRONT  
90/90X21 .....66.19  
REAR  
140/80X17 .....79.88  
120/90X18 .....76.27  
140/80X18 .....82.76  
120/80X19 .....78.25  
UNI CROSS A/T  
FRONT  
90/90X21 .....78.97  
REAR  
120/90X17 .....78.97  
130/90X17 .....83.17  
110/90X18 .....74.63  
120/90X18 .....70.28  
130/90X18 .....83.17  
MC4 MOTOCROSS  
FRONT  
90/90X21 .....70.73  
REAR  
110/90X18 .....74.56  
120/90X18 .....78.35  
130/80X19 .....82.19  
130/80X19 .....86.80

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90/90X21 .....52.92  
90/80X17 .....49.20  
120/80X18 .....42.31  
130/80X18 .....51.97  
130/60X18 .....51.97  
4.10X14 .....29.63  
5.30X17 .....51.88  
4.10X18 .....33.95  
4.60X18 .....43.59  
3.50X18 .....51.31  
100/90X19 .....44.44  
110/90X19 .....51.72  
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3.25X21 .....32.29  
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3.00X14 .....18.71  
3.50X14 .....24.63  
2.50X16 .....17.88  
FRONT  
2.75X17 .....15.64  
3.00X17 .....21.14  
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4.10X14 .....29.15  
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5.30X17 .....44.00  
3.50X18 .....31.80  
4.10X18 .....33.37  
4.60X18 .....50.31  
5.30X18 .....50.31  
3.00X21 .....27.77

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# ISDE TRAINING CAMP

Can one long weekend help?

Wareham, MA 6/24

On the Monday following the Rhody national enduro, a history-making event took place in East Wareham, Massachusetts, although few of the residents there will ever know or understand the significance of the event. On that date, the U.S. proposed World Trophy Team for the ISDE actually gathered together in one spot on American shores, to appear as a team before they traveled to Finland and joined battle against the best in the world. Although strict records of this sort of thing have never been kept, it is believed that this is the first time our ISDE has gotten together to take a stab at group training. We could be wrong; in the days of the Penton family ISDE training could have been an issue, but back then the team was all related, so it doesn't count.

Randy Hawkins, Chris Smith, Rodney Smith, Steve Hatch, Scott Summers and Ty Davis were in attendance on this auspicious day, and it was more than merely logistics that kept them apart before this. For one, they are all bitter competitors, for the most part, and make their living trying to hate each other's guts, keep secret train-

ing regimens, hide their score cards, and so on. The fact that six such people are thrust together once a year to ride for the glory of the flag is a small miracle. The fact that they do as well as they do under such circumstances is a rather large miracle.

Secondly, most of the riders were competing in the Rhody National the day before, and were therefore in fairly sad shape for this sort of thing. Steve Hatch had wrenched his knee hard enough to quit on Sunday, and he was limping around with his leg all wrapped up and packed in ice. Ty Davis did roughly the same thing, and arrived in the morning with a knee so swollen it looked like it was about to give birth. He, too, robbed the Hines refrigerator of ice, and wrapped a big bag of it around his knee. There were two who wouldn't be riding. Randy, who had won the day before, was justifiably tired, but you couldn't tell by watching him; but Scott Summers and Rodney Smith made the trip special to attend.

Riding wasn't the issue, however. In the morn-



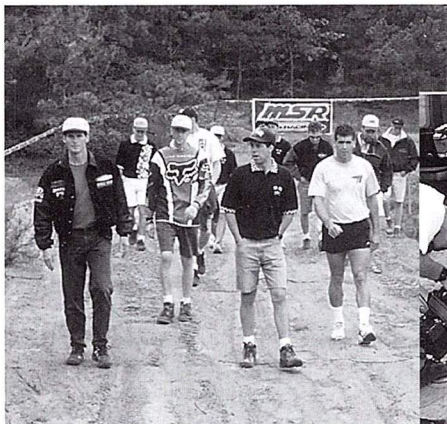
Hines and Bertram laid out a couple of excellent special test tracks.

ing we had a short press conference where the riders answered questions and talked about their intentions for the Six Days this year. From there we moved on to another location where Hines and event organizer Dave Bertram had spent days laying out and ribboning two genuine mock-ups of a typical ISDE grass track special test.

Here the riders spent much time walking the track and talking about something they certainly know a lot about: riding fast. Each corner was taken in turn and talked about, lines into and out of, possible bump patterns, setting up for turns



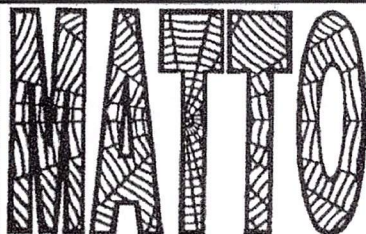
The winningest XR rider around, and the fastest: Is Scott Summers ready for Finland?



Dave Bertram, left, walks the track with the group. Very interesting to listen to the various approaches to racing lines and strategies.



Tire changing is an integral skill to the ISDE, and there was time for a lot of friendly competition at the ISDE camp.



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ahead. It really was somewhat of an eye opener walking around with them and listening to the different opinions and strategies.

Next it was time to suit up and ride, and in our humble opinion Randy Hawkins won the overall on that day. Even right after winning a national, the man rides incredibly fast. Lap times were taken and each rider got a few chances to test themselves on the clock. To add a little spice, a few local fast guys came out to show a different pace, including Jojo Keller and Keith Johnson. If you want a lesson on what ballsy bike-jumping looks like, just follow a good motocrosser around for a while!

Then it was time for lunch—laid out on tables trackside—and afterwards another walk of the track to discuss the way the bumps were changing the lines and whether what they were doing up to that point was indeed the fastest way around the track. More riding afterwards, and then when everyone was satisfied with riding, Bertram proposed a little team challenge. Not riding, but in another well-known ISDE game: tire changing.

Pairs of riders squared off against each other, changing rear wheels of their bikes, one person removing the tire and the next person putting it

## COUNTERPOINT: HOW I'D WIN THE SIX DAYS

by Charlie Williams, Tulsa ISDE Bronze Medalist

Joining us on our tour of New England and the ISDE Training Camp was Trail Rider National Affairs reporter Charlie Williams. Charlie has his own fairly valid idea of what it will take to win the Six Days, and in the course of a conversation the whole plan was recorded on a Sony microcassette and transcribed by him on an ancient Canon laptop, which was then unceremoniously bled of data and dropped into the trash, where it belonged. The following is what we salvaged:

**N**ext stop in our whip snake east coast enduro tour was at Kevin Hines' house for an invitation-only Six Day training camp. The entire entourage stopped for dinner at the Brew Pub in Providence and ran up one hell of an ice tea tab.

"Yes, we would like 22 glasses of ice tea and three glasses of dark beer please."

"Hey! I need another shot of Tequila!"

Kevin has a really cool house right on a lake with a Ski Naticque tied up out front. A garage to die for, full of CRE Hondas and trophies spanning 3 decades. All this with easy access to the freeway, and we all know where freeways go: Truck stops! Yeah!

"Come on Paul! Let's stop and get some nasty magazines to leave lying around Hines' house!"

"No Charlie, this is serious business. No time for fun, we've got a Six Day team to promote and motivate."

"Oh hell, our guys don't stand a chance. Look at them, none of them care, none of them really wants to win, this is all just a pain in their arse and a waste of their money."

"That's some spirit, Charlie."

"Well look at them! The only two people glad to be here are Chris Smith and Lindsay Pirie."

"You have a point. Wonder why Lindsay is so excited?"

"Because unlike you, he isn't tainted with years of journalistic prostitution."

"Waddaya mean?"

"Lindsay does not realize this is all staged for publicity, he thinks it's a real training camp. He still thinks if we practice we can win. Bull! Our guys have the skill, but they don't have the will. To win the Six Day takes years of discipline, years of wanting something so bad you are willing to work for it. Look at Summers, he will ride his bicycle and lift weights until he is an iron man, but he won't spend real time learning how to change a Mousse tube."

"Okay, smart guy, how would you go about winning the Six Days?"

"First off I would select a team that really wants to go, not a dream team who expect the world on a silver platter. I would pick a bunch of second stringers who need a Six Day win to boost their careers. Then I would tell them they are no good, they don't deserve to be on the American team, and they are a disgrace to their nation. I would beat them so psychologically, winning would be the only way out."

"What? Tell them they're no good? Won't this hurt their feelings?"

"Hell yeah it's going to hurt. It's going to make them angry too, very angry."

"We want a winning team, not an angry team."

"This anger will motivate our riders, motivate them to want to learn how to change Mousse tubes, motivate them to spend some extra time riding grass track and motocross."

"Well Charlie, that's not going to happen, at least not this year. What would you do with the team we have?"

"Okay, I can fix that too. First off, let's put away the bike and fill up the ski boat. Ski these guys silly: slalom, trick, knee board, wake board. Then go around back to Kevin's climbing wall and climb until their fingers are bleeding. Then go to a bar and drink heavily and hit on girls until only one man is standing. Then get some rest. The next day do the same thing but start drinking earlier, relax with the new girls, have some fun, play some golf and basketball, horse shoes, volleyball, cook burgers on the grill, become friends. Then after a few days of fun I would pack them up and send them to Europe for a few months where they would have to rely on each other to get through the language barrier. I would get these guys hanging out as best buddies, then I would drop the bomb on them: You are now a team."

"If you drop out of the race, you are taking part of your friend with you. Your peers have worked very long and hard to get where they are, and no one wants to disappoint the ones they are close too. Every time Scott Summers does a sit up, it's not one for Scott, it's 1/6th of a sit up for the team."

"And you think this will work?"

"Is there anything you'd like to try, short of facial tattoos?"

On that note, we left Charlie at the ISDE Training Camp, to mull over his solutions for our potential victory in Finland. Later, when his mania had increased to a full frenzy we picked him to go to Finland and offer support for Ken Tomeo and the Trail Rider club team. With any luck at all, we'll see Charlie's full report on the ISDE in next month's issue. Be forewarned. □



What an ISDE nightmare might look like. Chris Smith, Ty Davis, Rodney Smith, Randy Hawkins, Charlie Williams, Steve Hatch. Send us a card from Finland....

back on. Now, they don't use inner tubes any more, none of them, and you would think that a foam insert would be more difficult. Think again. The first teams were removing a rear tire, flipping it over and putting it back on in three minutes and forty seconds, with no preparation! When you routinely have to replace both front and rear tires, and possibly your air filter and gearbox oil, at the end of a day in the ISDE, this is very much a valid skill to learn.

Three days of activities were planned, and most of the riders hung around until the end, getting into the spirit of the camp. Will such a thing have any effect on the skill of our riders once they get overseas? No, probably not. They are all seasoned veterans, and certainly the fastest riders in the country. The best value of this long weekend will be at least a grain of team spirit, gained from working with the other team members in a non-competitive situation, for once. After this, it is up to them, and the luck of the draw, to determine how well they do in Finland this year. We have no doubt it is the best group of guys to ride in the ISDE...but is it the best team?

For the answer to this question, we'll have to wait until next month when the event is over and our ISDE coverage is in. But they gave it a shot in Wareham, they truly did. And it made us proud.

The ISDE Training Camp was sponsored by Ride To Win, Inc., a non-profit corporation dedicated to international off-road racing. If we ever become world champions in this field, Ride To Win is going to deserve the lion's share of the credit. Being that they beg for most of their money, we'd like to suggest that you donate to them, or at least watch out for the ISDE memorabilia ads that state that profits go to Ride To Win. Support for RTW is support for a good cause. Ride To Win, Inc., P.O. Box 2587, Fairfield, CA 94533; (510)236-7384. □



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September 8, 1996



**Course:** Approximately 100 miles, layover at start, easiest rock run of the year.

**Key Time:** 8:00 a.m.

**Entry Fee:** \$30 pre-entry, \$35 post-entry. Random drawing to be held on August 29. Checks are to be made payable to SPER, Inc., and mailed to SPER, Inc., P.O. Box 836, Carlisle PA 17013. Staple together to ride together. **No money, no number!** No phone entries.

**Start:** Big Flat, located approximately nine miles from Shippensburg, PA. Location will be arrowed from U.S. Route 81, Exit 10.

**Food and Camping:** Both food and camping available at start area. Motels available in Shippensburg.

**Information:** Call Gerald Stake before 6:00 p.m. (717)245-0353.

**Registration:** At Big Flat, Saturday 2:00 to 7:00 p.m., Sunday starting at 6:00 a.m.

**Requirements:** All riders must be a minimum of 16 years of age, have a valid motorcycle license, registration and license plate. The motorcycle must be street legal and fitted with a securely attached muffler. The motorcycle must pass Tech Inspection prior to riding the event on Sunday. AMA card and ECEA card required. Riders possessing neither ECEA license or NETRA license must check "C:" class on entry form and will be required to take an ECEA test. Testing will be conducted at registration on Saturday, September 7 only. No testing on the day of the enduro. ECEA written test is free of charge. **Above requirements must be met or you absolutely will not ride!**

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I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

**NOTICE: IF UNDER 18 years of age, this application must bear the notarized signature of parent or guardian which shall acknowledge a waiver and release of any and all claims such parent or guardian may have.**

\_\_\_\_\_  
Signature of parent or Guardian

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Signature of Rider

Sworn and Subscribed before me

(SEAL)

at \_\_\_\_\_  
on this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_

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And, if you don't want to take any of this seriously, if you just want to ride and have fun, and read some crazy stories written by people no better than you, we're your magazine.

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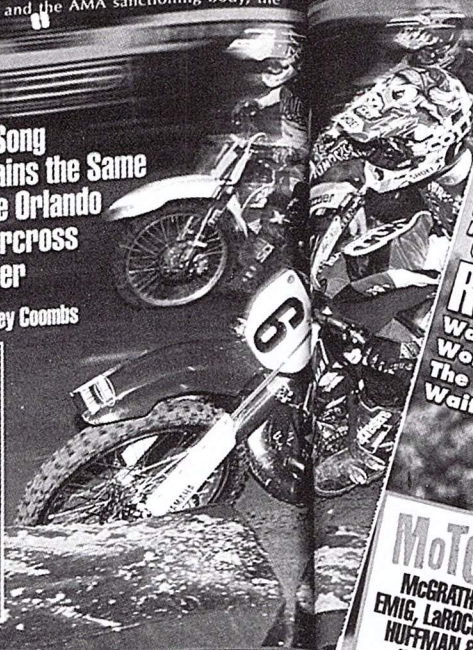
# NOTHING SHOCKING

The 1995 Orlando supercross in central Florida was supposed to be the start of something special. Or at least something new. After two years of total domination at the hands of Jeremy "Showtime" McGrath and six months of fierce political infighting between the event promoters and the AMA sanctioning body, the

revamped '95 U.S. Supercross Series promised something different for riders and fans alike. New competitors had been shipped in from all over the world to compete, several top 125cc riders had graduated to the 250cc class, and a staging area full of new heroes had come of age in the 125cc class. The politics were resolved at the eleventh hour, and a new spirit of détente had developed between the organizing bodies. Indeed, on the track and off, the dawning of this new season should have been bright for everyone.

## The Song Remains the Same at the Orlando Supercross Opener

By Davey Coombs



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Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro

rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Test Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Mark Kariya began riding in his dad's orange groves back in the mid '60s. Since then "Kato" has ridden and raced literally every type and size of motorcycle known to man, and has survived the Baja 1000 more than a half dozen times.

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**LOCATION / START :** Webb Mills Volunteer Fire Department. Approximately 5 Miles South of Elmira, New York on Route 328. ( Take Route 14 South, out of Elmira, to Route 328. Take Route 328 South, to Webb Mills. ( Follow fluorescent pink arrows from Route 17 )

**REQUIREMENTS :** For inspection, bikes must have a valid license plate, a securely mounted working headlight, tail light and attached silencer/spark arrestor. A sound test will be administered to current AMA and D - 4 Regulations.

**LODGING :** Holiday Inn, Downtown Elmira ( 607 ) 734-4211 / Coachman Motor Lodge, Southport ( 607 ) 733-5526  
Free overnight camping at the start area.

**FOOD :** Continental Breakfast, Sunday Morning at the Fire House. Also, a Chicken Barbecue at the Fire House Sunday Afternoon.

**IMPORTANT NOTES :** All participants under 18 years of age must have a Parent or Guardians Notarized Consent. Riders Meeting, Sunday Morning @ 7:30 AM. ( Dead Engine Start ) No ATV's, Please.

***Southern Tier Enduro Riders, Inc. Release & Liability Waiver***

I, The undersigned hereby agree, in entering this event, to forever release, and discharge the organization promoting this event; The Southern Tier Enduro Riders, Inc., its officers, and members, the AMA ( American Motorcycle Association ) its officers, trustees, and members, all property owners over whose property the event may pass from any, and all loss, injury, expense, damage, death, cause of action, or any claim whatsoever may arise out of, or in connection with the event, and my participation therein.

***I Have Read This Release*** \_\_\_\_\_

Signature of Participant

Date

Name \_\_\_\_\_ Age \_\_\_\_\_ Address \_\_\_\_\_ City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Make & Model of Bike \_\_\_\_\_ CC's \_\_\_\_\_

AMA # \_\_\_\_\_ Expires \_\_\_\_\_ D-4 # \_\_\_\_\_ Expires \_\_\_\_\_ Phone ( ) \_\_\_\_\_

***Riders Class : [ Check One ]***

- |                                       |                                     |                                     |
|---------------------------------------|-------------------------------------|-------------------------------------|
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| <input type="checkbox"/> 251-Open A   | <input type="checkbox"/> 251-Open B | <input type="checkbox"/> 251-Open C |
| <input type="checkbox"/> 4-Stroke A   | <input type="checkbox"/> 4-Stroke B | <input type="checkbox"/> 4-Stroke C |
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**1995 KTM 125EXC** Ported, suspension done by Enduro Experts. Dyno Port pipe, completely set up for enduros. Must sell fast! Very clean bike, \$3500 with extras. (609)965-4579.

**1994 KTM 300EXC** \$2495, (516)878-4608 (NY)

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**1976 Husky 250CR**, \$800. Used Husky parts, '74-'82, MS pants, sz. 36, practically new, \$45. Sparky spark arrestor, \$40. Call (304)296-6632 or (304)291-0639.

**Alpinestar Tech 4** boots, black, size 10, VG cond., \$75. Scott plastic MX boots, large shell, size 10, black/yellow, exc. cond., \$100. (908)493-0356.

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**1992 KTM 250EXC** Dyno Port pipe, Fact. Conn. susp., Moose flywheel, more. Clean, well maintained, \$2700. (860)669-3210.

**1996 Yamaha YZ125**, enduro ready, Pro-Circuit pipe, Enduro Experts susp., \$3200. Call Joe, (215)741-3967.

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**1992 KTM 250EXC** Dyno Port pipe, Factory Connection susp., Moose flywheel, more. Clean machine, well maint, \$2700. (860)669-3210.

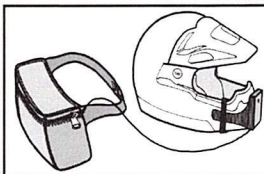
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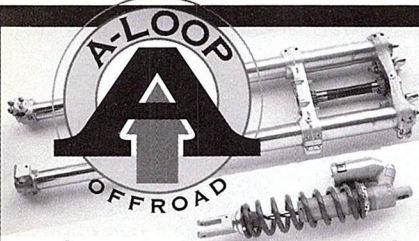
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# HERTFELDER

## Checkpoints, Then and Now

**T**he Arkansas Dirt Riders gave me two jobs at our Davis Lake enduro: trail boss Bobbi Diffi thought that was all the FNG could handle, and he was right. Job #1 was with the START crew where we stood back and watched a twelve year old boy run the entire show just as perfectly, they said, as he'd done the year before. My only input was to remind the young man, once or twice, to show the correct minute on his flip cards and a plea to lower his voice on his ten second count-down because he was giving me a headache and waking up dogs over in Mayflower.

That kid must be part camel because he had my canteen filled with cold Gatorade right alongside his foot and he never touched it! Depending on how much loose dirt the departing riders aim back at you I figure most enduro START guys ingest one quart of liquid for each thirty rows of contestants they send on their way.

Add another pint for every eight non-starting motorcycles they have to push out of the way to keep the show going.

My second job was collecting the plastic encased score cards called 'mylars'. This sounds easy but every single one of those riders had those things duct taped to the front fender to STAY. First they taped the edges down with overlapping strips of tape then overlaid the things with more tape to cover everything except the single slot where the checkpoints were marked.

Black Jack circuit riders DO NOT LOSE SCORE CARDS! They may lose a front fender now and then but, believe me; the score card will stay with it.

Stripping off layer on layer of tape soon got to be a real pain until we found the best way to get the cards out of the rat's nest of tape was to slice into the things with a sharp pair of scissors and sort of Cesarean the thing out. I can remember when we rode enduros with NO score cards so here's a history lesson: pay attention as there may be questions later.

Hertfelder first rode enduros during the Jurassic/Triumph era and there was no such thing as a score card, although we did have a riding number. The enduro promoters would stick a long strip of white adhesive tape on to a board, another bozo would slice it into small sections with a vicious looking switch blade pig sticker. Then they'd look around to find someone educated enough to write, who would number the things. The writer didn't have to know letters, just numbers, because there was ONE rider each minute.

The competitors—always the same 40 or so of us dummies—got to pick any

number left on the board, so it was not unusual for the last two sign-ups to have their choice of #1 or #2.

Here's how they scored us: we would splash out of some swamp or other onto a road and there would be a gentleman sitting on a stump writing on a small slip of paper; about the size of a business card. He would insert this—sometimes with malice intended—into the mouth hole in the layer of mud on your face. Your arrival time, minutes and seconds, would be written on the paper.

You would then ride twenty feet or so to where the other half of the check crew was waiting to log the time on a lined notebook. Contrary to the recollections of Triumphiles, these British machines could rarely be put into neutral when the engine was running due to clutch drag; a designed-in feature that was preferable to clutch-slip if you wanted to get the motorcycle home before dark (something you had to do because the headlight was...never mind, we'll bitch about the electrics some other time). This dragging clutch condition meant you had to hold the clutch lever fully depressed and also required a bit of throttle to keep the engine percolating. There was no way to gently remove the paper from where it, usually, was stuck to your bottom lip.

No matter! These check crew people were trained to snatch that paper regardless. Just as long as a strip of your lip didn't cover the writing, you know?

After your riding number was recorded and your arrival time written in, your initials would be requested. Understand now, these were the days before Dental Plans and fluoride treated water, and many riders carried their bridge-work wrapped safely in toilet paper inside a tin tobacco can. Because of questionable—or non existent—diction, most riders had their initials on the front of their helmets. While it seemed that riders were throwing a neat military salute to the scorekeeper they actually were quickly pointing to these initials then grabbing the throttle again before the engine died.

And during the whole time that the arrival time and rider's number were being laboriously recorded, the motorcycle was taking little jerks forward, usually in a sort of circular pattern. Now this

never happened to me, of course, but I've heard of rattled riders making a complete 180 degree turn as their score was recorded, then blasting off RIGHT

BACK UP THE TRAIL THEY JUST LEFT!

What HAS happened to me occasionally was to be looking at three or four different exit roosts from the checkpoint, asking the scorekeeper to indicate the correct path and receiving the incredible reply of "who the f... knows?"

You just can't get good help sometimes.

Final scoring was never finished until every checkpoint notebook was returned to the scoring shack and each rider was scored ONE AT A TIME !!

Took forever.

Here's the latest dope on scoring—the twelve year old kid filled me in as we raked some of the dirt back into the four ditches the departing riders had dug—this was the stuff that we hadn't eaten or trapped in our lungs or dug off our necks.

The Starter kid tells me of plans to satellite-link checkpoints that are equipped with scanners reading bar codes on score cards.

Downloading (I think that's correct) this information back to the scoring shack means your total score will be at the finish line BEFORE you will!

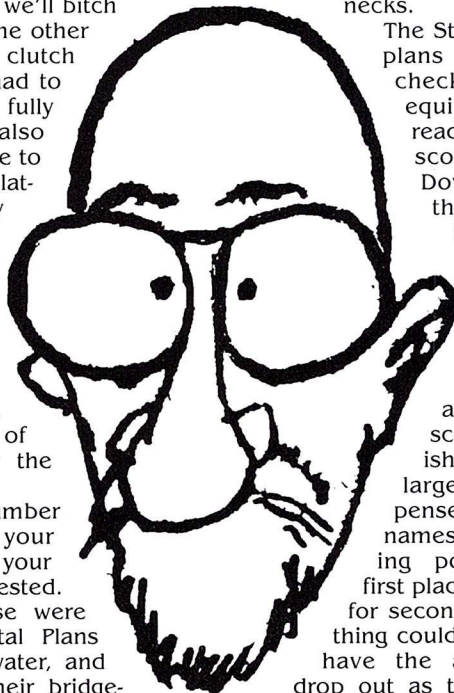
Imagine this: with another bar code scanner near the finish line hooked up to a large soda can dispenser, with the brand names changed to finishing positions—Pepsi for first place trophy, Dr. Pepper for second place trophy—the thing could be programmed to have the appropriate trophy drop out as the awardee passes by. We could call it Drive By Awards; No Waiting.

And just a simple loud speaker hookup to play the theme from ROCKY as the overall winner motors up.

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*Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at 111 North Summit Dr, RR5, Cabot AR 72023.*



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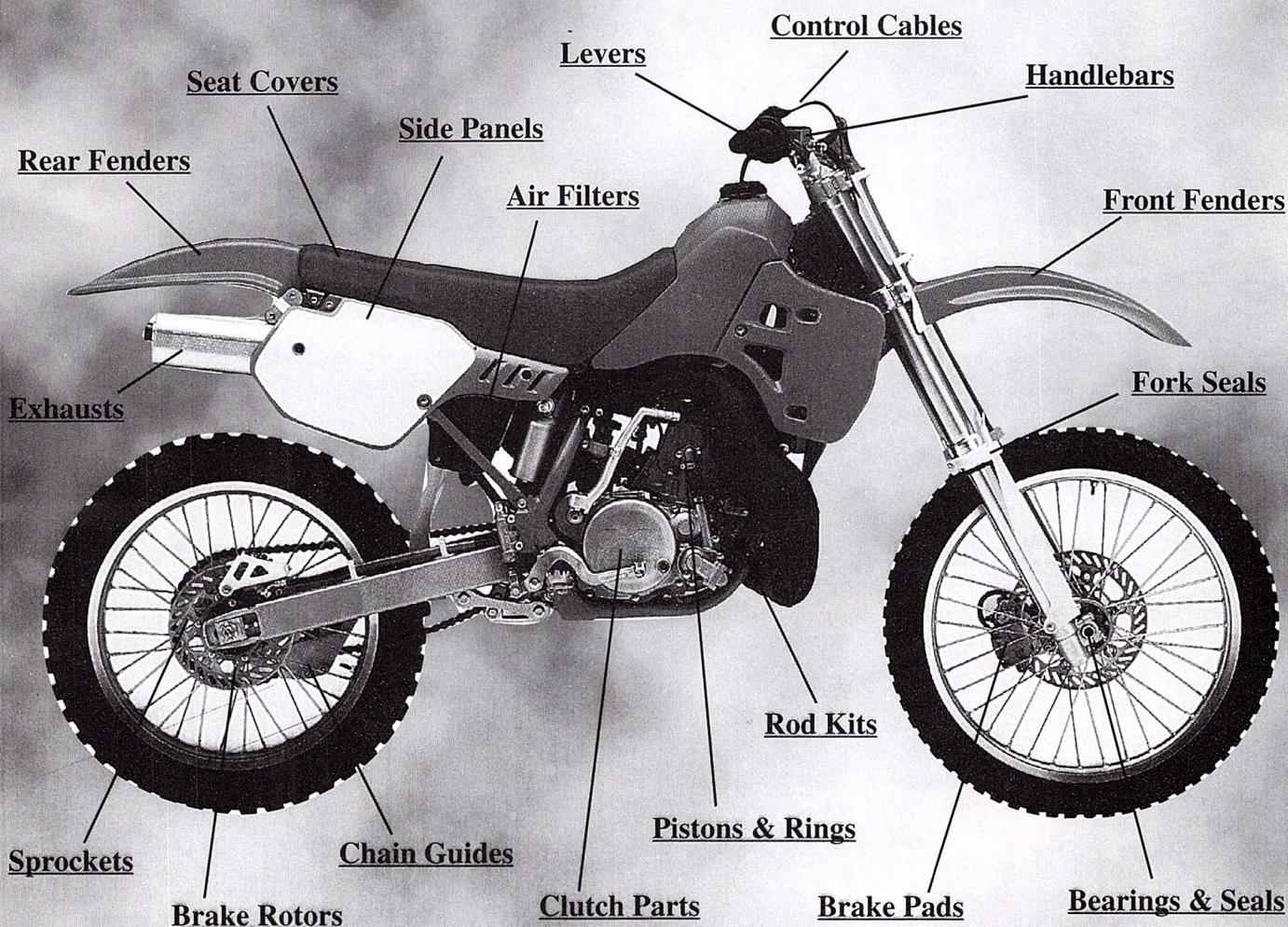
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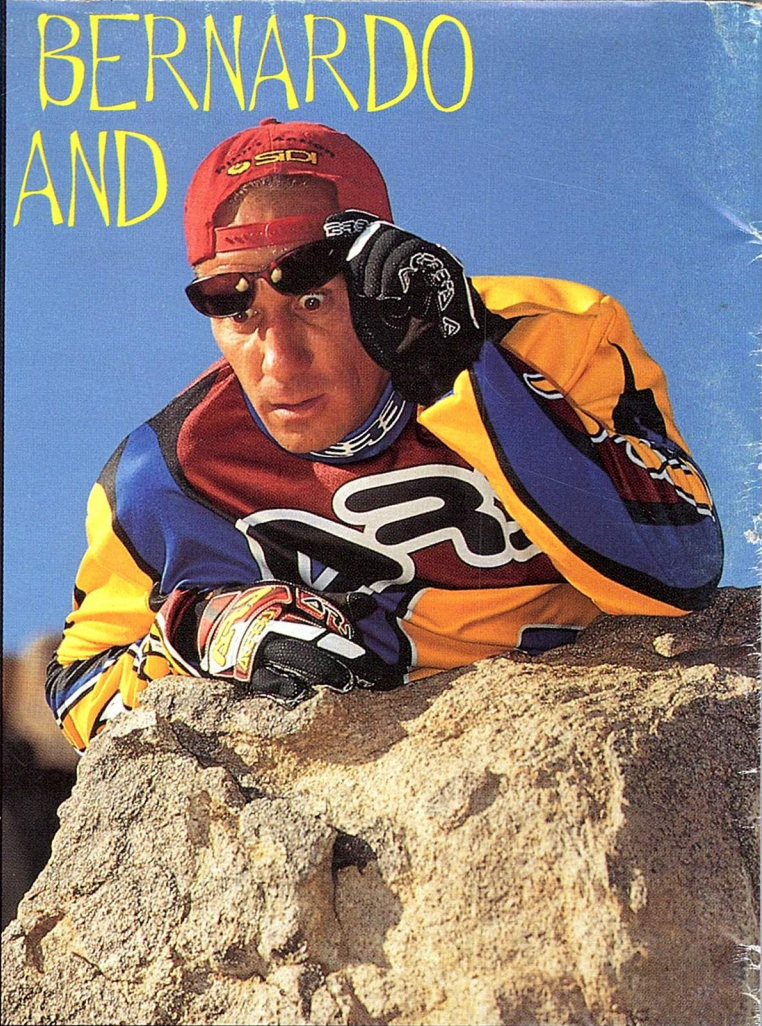
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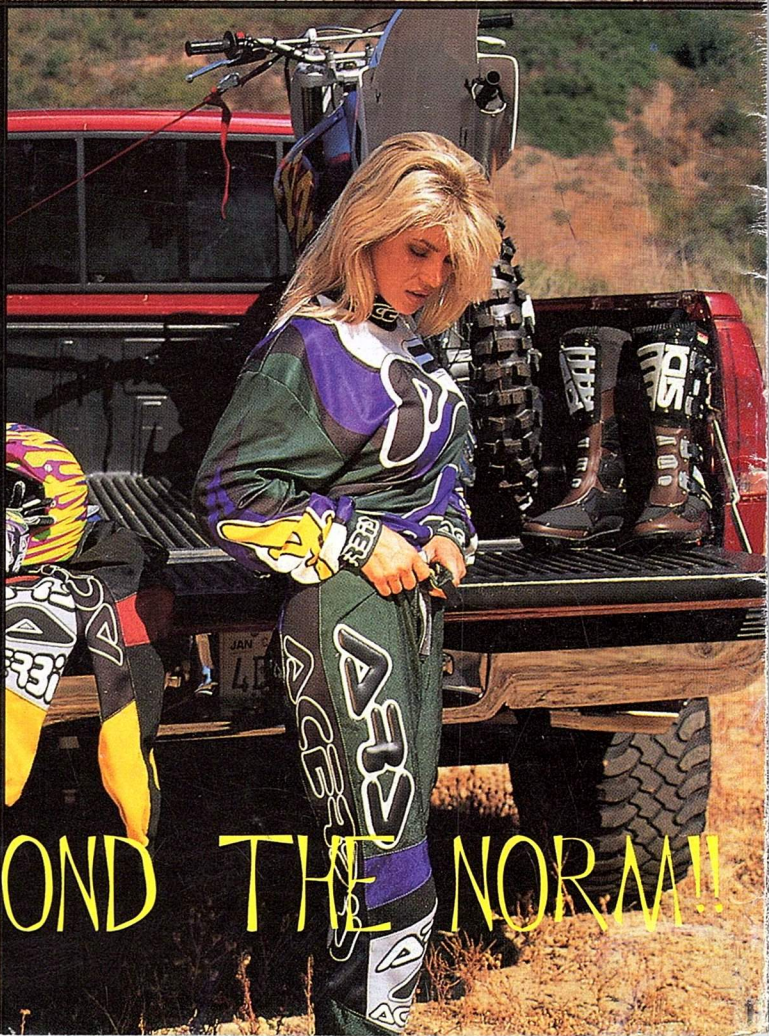
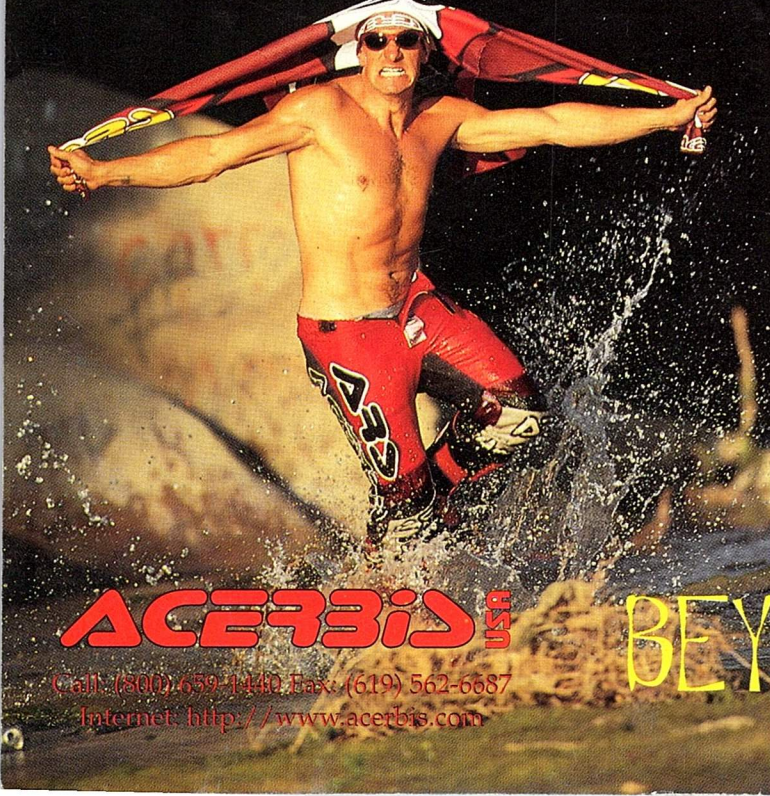
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